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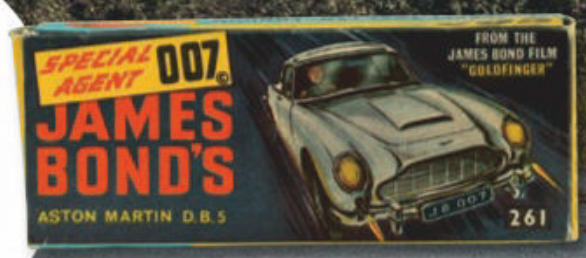
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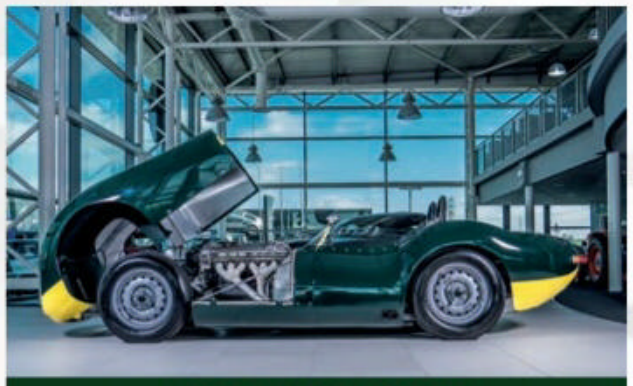
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Italian crew Gualdi - Turchi on Jaguar C-Type (1968).

Photo by Daniele Pezzoni

RACE SUMMARY						
LEGS	OVERALL LENGHT KM	TIME CONTROLS	PASSAGE CONTROLS	TIME TRIALS	AVERAGE TRIALS	CONCOURS D'ELEGANCE
2	527	12	2	69	6	5

THE BIG PICTURE

Andrew Roberts' story marking the 60th anniversary of the opening of the M1 (p142) was a good excuse to trawl the archives, and this fabulous shot taken through a car windscreen near Luton, Bedfordshire, in May 1960 immediately caught our eye. The only problem was that there was no caption to identify the car. After extensive research – during which an A55 Cambridge MkII was ruled out because the speedometer needle is at 80mph with more to come! – we reckon that it's an Austin A99 Westminster, though we are ready to stand corrected.

Just like the M1, the A99 took a bow in 1959, its Farina styling concealing lusty straight-six power that made it a natural for the new motorway, which cost £23million to build and was opened by Transport Minister Ernest Marples on 2 November. **AC**



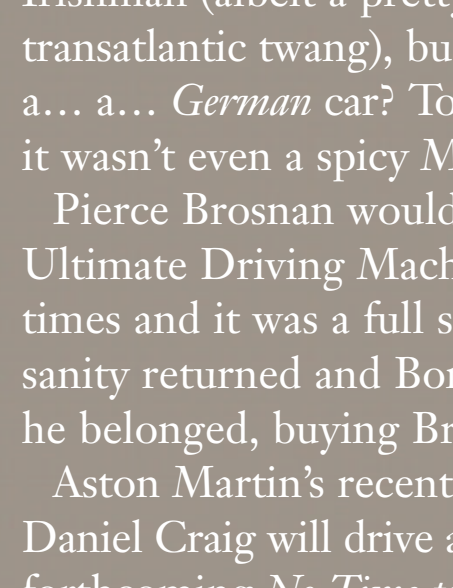
GETTY

Welcome

Such is the inextricable link between man and machine, it was almost as if the Queen had swapped Buckingham Palace for a self-built *Grand Designs* eco lodge on the Hebridean archipelago. Or Claridge's had thrown out cucumber sarnies, scones and cake in favour of serving pizza, chips and deep-fried Mars bars for Afternoon Tea. For as James Bond returned for his 17th outing in 1995's *Goldeneye*, not only was 007 played by an Irishman (albeit a pretty suave one, with a transatlantic twang), but he was also driving a… a… *German* car? To add insult to injury, it wasn't even a spicy M but a tame Z3.

Pierce Brosnan would be seen in the Ultimate Driving Machine a further two times and it was a full seven years before sanity returned and Bond was back where he belonged, buying British once again.

Aston Martin's recent announcement that Daniel Craig will drive a Valhalla in the forthcoming *No Time to Die* (which is also reputed to star a DB5 and V8 Vantage) was all the impetus we needed to revisit this most enduring of silver-screen partnerships. We also sent off our own special agent, former *C&SC* editor Giles Chapman, to investigate the creation of the only Bond car most of us mere mortals could ever dream of owning – the 1:50-scale DB5 produced by Corgi after the release of *Goldfinger*. Now that we've taken our pictures, we're giving you the chance to win it, too. Turn to p115 to find out how.



ALASTAIR CLEMENTS
Editor in chief, *Classic & Sports Car*



'Never in motion-picture history has a fictional character been more closely associated with a brand than 007 and Aston Martin'

102



154









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Editorial 020 8267 5399
Subscriptions 01604 251452
Web www.classicandsportscar.com

Facebook @candscmagazine
Instagram @classicandsportscar
Twitter @CandSCmagazine

EDITORIAL
EDITOR IN CHIEF Alastair Clements *alastair.clements@haymarket.com*
INTERNATIONAL EDITOR Mick Walsh *mick.walsh@haymarket.com*
DIGITAL DEVELOPMENT EDITOR Marc McLaren *marc.mclaren@haymarket.com*
DEPUTY EDITOR Jack Phillips *jack.phillips@haymarket.com*
FEATURES EDITOR Greg MacLeman *greg.macleman@haymarket.com*
ASSOCIATE EDITOR Lizzie Pope *lizzie.pope@haymarket.com*
ART EDITOR Martin Port *martin.port@haymarket.com*
SENIOR DESIGNER Mei Hau *mei.hau@haymarket.com*
CHIEF PHOTOGRAPHER John Bradshaw *john.bradshaw@haymarket.com*
SENIOR PHOTOGRAPHERS Will Williams, Luc Lacey
PHOTOGRAPHERS James Mann, Olgun Kordal, Max Edleston
EDITORIAL SECRETARY Olivia Pina *olivia.pina@haymarket.com*
EDITOR AT LARGE Simon Taylor *simontaylor@stoveboltspecial.com*
SENIOR CONTRIBUTORS Julian Balme, Martin Buckley, Alain de Cadenet, Jon Pressnell
CONTRIBUTORS James Page, Malcolm Thorne, Richard Heseltine, Tony Baker, Paul Hardiman, Michael Ware, Ross Alkureishi, Andrew Roberts, Colin Goodwin, Tim Scott, Malcolm McKay, Gaynor Cauter, Graeme Hurst, Simon Davis, Simon Charlesworth, Giles Chapman, Paul Fearnley

SUBSCRIPTIONS
UK TEL 03448 488835
OVERSEAS TEL +44 (0)1604 251452 **USA TEL** 1 888 201 5267
EMAIL *help@classicandsportscar.themagazineshop.com*

ADVERTISING
EMAIL *ads.csc@haymarket.com* **TEL** 020 8267 5937
HEAD OF DEALER SALES Tahir Saleem
HEAD OF CORPORATE SALES Jamie Hunter
SALES TEAM Neil Dummer (Euro Account Manager), Claire Henderson (Dealer Account Manager), Dougal Macdonald (Business Development Manager), Nabila Moughal (Display Account Manager), Morgan Walters (Senior Sales Executive)
USA ADVERTISING OFFICE Sharon Spurlin, 1217 Cape Coral Pkwy E, #178, Cape Coral, FL 33904 USA
TEL +1 954 579 52800 **EMAIL** *ClassicAdsSharon@gmail.com*
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PRODUCTION
Trevor Simpson (Head of Operations), Ailsa Donovan (Group Manager), Lee Brister (Senior Controller), Paul Skinner (Senior Controller), Roxy Agius (Senior Controller) **TEL** 020 8267 5262

PUBLISHING
Charlene Harry (Marketing Manager), Lydia Banton (Publishing and Events Assistant), Alex Drummond (Newstrade Marketing Manager)
SYNDICATION ENQUIRIES Isla Friend *isla.friend@haymarket.com*

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TEL 03448 488835 **OVERSEAS TEL** +44 (0)1604 251452
EMAIL *help@classicandsportscar.themagazineshop.com*

GROUP EDITOR IN CHIEF Steve Cropley
EDITORIAL DIRECTOR Jim Holder
COMMERCIAL DIRECTOR Chris Daniels
MANAGING DIRECTOR Rachael Prasher
CHIEF EXECUTIVE OFFICER Kevin Costello

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THE GREAT AND GOOD OF RACING

Goodwood capped its historic motor-racing season with a resplendent Revival

WORDS **JACK PHILLIPS** PHOTOGRAPHY **MOTORSPORT IMAGES/ROLEX**









Main: Vincent Gaye/Joe Twyman Ferrari 250GT SWB in the Kinrara Trophy. Below, from left: brilliant Cobra battle; the Duke chauffeurs Susie Moss; military roots remembered; Alfa Tipo B presses on in Goodwood Trophy

The Goodwood Revival's name seems to become more appropriate every year. Racing is certainly revived at Goodwood, and the near-mystical allure for some of the world's most versatile drivers is, too. Remarkably, later generations are able to say "I saw Tom Kristensen drive a 250GT SWB at Goodwood once" just like their grandfather could of Stirling Moss. And the sense of wonder is the same – though the lap times are quicker and the cars safer.

Perhaps it was the weather from 13-15 September, the brilliant sunshine and clear unbroken blue sky, but spectators are transforming the venue better than ever, too, making for quite a sight as swarms of tweed, overalls, round sunglasses and trilby hats stream down the steps from 'Over the Road'. The event picks everyone up and takes them through three packed days on a swell of nostalgia, both on and off track.

Such are the values of the cars on track that owners and drivers would be forgiven for taking a more American approach to racing: overtaking on the right only, not in the braking zones; the show comes first. Instead, it's a case of overtaking on the inside, outside or even the grass.

In the grand opener, the Kinrara Trophy held in Friday's beautiful fading golden sun, Gary Pearson and Andrew Smith shared a Ferrari 250GTO to claim the honours in a star-studded field. Darren Turner and Simon Hadfield took second in the Aston Martin Works-prepared DB4GT, ahead of the spectacular-sounding 250GT SWB of David Franklin and Remo Lips.

The greatest storyline, rather than Kristensen and Joe Macari scything through from the very back of the grid to fourth, was the return of three-time Indy 500 winner Dario Franchitti to competition for the first time since his career-ending crash in 2013. He showed class is very much permanent, and his dives into Woodcote proved that any fears were well clear from his mind.

Saturday's racing began in ferocious fashion, with moonlighting Mini specialist Nick Swift in a Mini Marcos snapping away at the tail of Robert Barrie's Lotus Elan for the entire 25-minute Fordwater Trophy. The Elan's extra horsepower won out in a thriller, matched by the battle for fourth between Harvey Stanley's MGB, Mark Sumpter's Porsche 911 and Tim Layzell making his racing debut in a TVR Grantura. It was one of the stand-out moments, not only away from the headline names but of the event itself.

The heavyweight names returned to go head-to-head in the saloons of the St Mary's Trophy, with the equally heavyweight Yank Studebaker Silver Hawk smoking all with Karl Wendlinger at the helm. Teammate Patrick Watts, a ringer in the owners' race, was beaten into third by Mike Jordan's A40 and race-winner Grant Williams in a Jaguar Mk1.

A spanner was thrown into the works of the combined-result race when no fewer than six cars were excluded for technical infringements, handing Emanuele Pirro the race one win and Jordan the second. Jordan and Nic Minassian secured the aggregate victory. For many the race is the highlight, as Le Mans winners let their hair down and their cars slide.

Things are rather more serious in the Goodwood Trophy for Grand Prix and *voiturette* cars from 1930 to 1951, where the Alta of Gareth Burnett beat the ERAs and the more exotic Alfa Romeos and Maseratis. Spilled oil caused carnage for the 1961-'65 Grand Prix cars of the Glover Trophy, adding yet more realism to the throwback races, but leading classic Lotus racer Andy Middlehurst took a 25 Climax to victory in a field that included Richard Attwood in his BRM P261.





Clockwise from main: Bentleys raced with roof up for the for the first part of the Brooklands Trophy; mock fire for 1959 RAC TT parade; big-banger Can-Am sports cars; Billy Monger drove in the Mini parade

The Sussex Trophy top four of Roger Wills (Lotus-Climax 15), Sam Hancock (Ferrari Dino 246S), Jon Minshaw and David Hart (both Jaguar-Lister 'Knobbly') were covered by less than a second in a superb encounter of big, loud sports cars of the late 1950s. The only sour point was the heavy crash of Geraint Owen's Lister-Chevrolet 'Knobbly'.

Peter de la Roche opened Sunday with a win from pole in the Earl of March Trophy for 500cc Formula Three cars, while Sam Wilson recovered from a slow start to secure the Richmond & Gordon Trophies win in a Lotus-Climax 18.

Almost 30 pre-war Bentleys lined up for the Brooklands Trophy, including Swift and Rowan Atkinson, but the familiar name of Martin Overington was on top in his 'Blower'.

Le Mans winners and former Porsche teammates produced sharp intakes of breath with almost every lap of the RAC TT Celebration, as André Lotterer and Romain Dumas beat Oliver Bryant in a Cobra ding-dong, though the latter crashed out two laps from the end. Dumas' tight pit pass will be watched on YouTube over and over and never get tiresome.

Former F1 racer, some-time sports car pedaller and student of the sport Karun Chandhok has become something of a Can-Am-at-Goodwood specialist, and he displayed his talents in the big-banger Whitsun Trophy. It's here that Goodwood can look its fastest, not least as the low-slung Ford GT40s evocatively power down the Lavant Straight – the Can-Am McLarens and Lolas might be five seconds faster, but it's the Blue







CAR PARK CLASSICS APLENTY

Walking around the Revival Car Show is the perfect way to escape the crowds and delight at the diversity of classics that arrive each day. From vintage *voiturettes* to muscle cars, the range never ceases to amaze.

Restoration specialist Walter Heale's spartan Amilcar G-type with straight-through exhaust and no mudguards or lights contrasted with a Ferrari 250GT PF Coupé, carrying the appropriate registration 250 PF.

And only at Goodwood would the owner of a stylish Italian exotic engage in conversation with a young group of BMC Farina owners about the design links of Cambiano's greatest coachbuilder.

Classics with long-term ownership included the original 1950 Bentley MkVI HJ Mulliner drophead ordered new by George Formby, which has been with the same family for the past 59 years. ERA racer and former *C&SC* deputy editor Mark Gillies arrived in an ex-Alpine Trial 1934 Riley Gamecock 14/6: "It was the first car I rode in; my dad drove me home from the hospital in it."



Ford Galaxies were well represented, including *C&SC*'s Julian Balme in his black '64 500. He drove down daily to join the Mini parade in his 850 automatic. **MW**



Well preserved ex-George Formby Bentley. Above: Ferrari meets Amilcar

Oval that somehow captivates more.

Few places like an anniversary celebration as much as Goodwood, interspersing its racing timetable with parades of all sorts. This year pitched 100 Minis on to the track to mark its 60th, military vehicles squeezed around to commemorate the heroic efforts of those on D-Day, plus cars from the 1959 TT – including a mock pit fire that sent a plume of black smoke rising into the air, reminiscent of the one that ended the race of Roy Salvadori and Stirling Moss' Aston Martin DBR1. Moss was then switched to Carroll Shelby's DBR1 in order for Aston to wrap up the World Sportscar Championship, and his wife Susie was on hand to star in a special parade in his honour.

The Duke of Richmond paid an emotional tribute to Moss, who turned 90 a few days later. The Duke led the parade in a DBR1 with Susie in the passenger seat, followed by a Cooper-JAP, the Vanwall in which Moss and Tony Brooks won the 1957 British Grand Prix, a Lotus 18 and the Rob Walker Racing Ferrari 250GT SWB driven by Jeff Gordon.

Moss played a major part in the rise of Cooper, which was also celebrated with a long display of its innovative racers to mark 60 years since its F1 world title.

Away from the race track was the usual glut of classic and historic motoring interest, not least in the car park (left). Perhaps each year is the best Revival yet, but one thing is for sure: nowhere does historic racing quite like Goodwood.



Isle of Man TT winner Stuart Graham rolls back the years in a Jaguar Mk1 in the St Mary's Trophy for 1950-'59 saloon racers

WINNERS & QUICKEST

KINRARA TROPHY
G Pearson/A Smith *1960 Ferrari 250GTO* **Fastest lap** 1 min 28.825 secs (Pearson/Smith)

FORDWATER TROPHY
R Barrie *1964 Lotus Elan S1* **Fastest lap** 1 min 33.579 secs (N Swift *1966 Mini Marcos*)

ST MARY'S TROPHY PART 1
E Pirro *'59 Alfa Romeo Giulietta Ti* **Fastest lap** 1 min 34.907 secs (R Dumas *1959 Ford Thunderbird*)

BARRY SHEENE MEMORIAL TROPHY PART 1
JB Lee/L Johnston *1964 MV Agusta 500/3* **Fastest lap** 1 min 26.720 secs (Lee/Johnston)

GOODWOOD TROPHY
G Burnett *1938 Alta 2 Litre single-seater* **Fastest lap** 1 min 30.909 secs (Burnett)

GLOVER TROPHY
A Middlehurst *1962 Lotus-Climax 25* **Fastest lap** 1 min 24.721 secs (Middlehurst)

SUSSEX TROPHY
R Wills *1958 Lotus-Climax 15* **Fastest lap** 1 min 26.821 secs (C Martin *1959 Lotus-Climax 15*)

EARL OF MARCH TROPHY
P de la Roche *1951 Cooper-JAP Mk5* **Fastest lap** 1 min 42.811 secs (de la Roche)

RICHMOND & GORDON TROPHIES
S Wilson *Lotus-Climax 18* **Fastest lap** 1 min 23.237 secs (Wilson)

BARRY SHEENE MEMORIAL TROPHY PART 2
JB Lee/L Johnston *1964 MV Agusta 500/3* **Fastest lap** 1 min 29.164 secs (Lee/Johnston)

BARRY SHEENE MEMORIAL TROPHY (COMBINED)
Lee/Johnston

BROOKLANDS TROPHY
M Overington *1929 Bentley 4½ Litre 'Blower'* **Fastest lap** 1 min 53.632 secs (O Llewellyn *1929 Bentley 4½ Litre*)

RAC TT CELEBRATION
C Wilson/A Lotterer *1965 AC Cobra* **Fastest lap** 1 min 25.521 secs (N Minassian/D Hart *1962 Tojeiro-Buick GT*)

ST MARY'S TROPHY PART 2
M Jordan *1958 Austin A40* **Fastest lap** 1 min 36.837 secs (Jordan)

ST MARY'S TROPHY (COMBINED)
Minassian/Jordan

WHITSUN TROPHY
K Chandhok *1964 McLaren-Chevrolet M1A* **Fastest lap** 1 min 20.771 secs (M Whitaker *1966 Lola-Chevrolet T70 Spyder*)

LAP RECORD
1 min 18.217 secs (N Padmore *1966 Lola T70 Spyder, 2015 Members' Meeting)*



TIM SCOTT/FLUID IMAGES

First delivered to India, the winning Rolls-Royce looked resplendent in the Fountain Gardens. Below, l-r: 166 train; one-of-nine Scarab; wild Pegaso

ROYCE LANDS HAMPTON HONOURS

Two of the UK's most prestigious concours went head-to-head over the first weekend of September, with the Concours of Elegance returning to Hampton Court Palace on the outskirts of London, and Salon Privé once again taking over Blenheim Palace (p24).

Not that visitors were in short supply. The Concours of Elegance welcomed more than 10,000 across three days to the former home of Henry VIII, where a breathtaking selection cemented its reputation as the UK's answer to Pebble Beach.

Just like in the California event, Best in Show went to a pre-war machine as the judges – made up of fellow entrants to the concours – opted for John Fasal's magnificent 1919 Rolls-Royce Silver Ghost. Ordered new by the Maharaja Sir Bhupindra Singh of Patiala, the gleaming Ghost was bodied by Barker in the style of the French coachbuilder Henri Labourdette.

Among the main categories, Sirdoot Singh's 1904 Napier L49 was victorious in Pre-1920s, while 1920s honours went to Bruce McCaw's 1929 Bentley Speed Six 'Old No 1'. The 1930s winner was a crowd favourite, US visitor Larry Smith's 3.6-litre V8-powered 1936





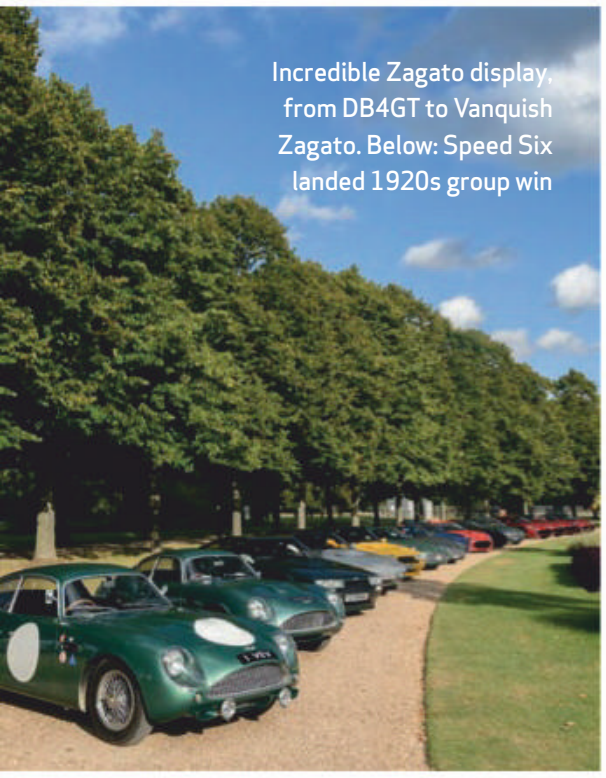


CLUBS SHOW THEIR CLASS

Visiting clubs were invited to compete for the Club Trophy, presented by the Royal Automobile Club and supported by *C&SC*, with two members of the team joining a judging panel headed by HRH Prince Michael of Kent. The youngest set was led by Peter Boita's 2500-mile 1984 Lotus Turbo Esprit, which he bought new on HP and has cherished ever since. Anton Raaymakers was rewarded for driving from The Netherlands with a Pre-1980 win for his superbly restored '66 Jensen C-V8 MkIII, while the Pre-1960 group went to an emotional Charles Joice with his late father's '51 Frazer Nash Le Mans Rep.

But the overall trophy was landed by Jennifer Lees' 1920 Vauxhall E-type. Presented in a gloriously patinated state, the three-owner 30-98 was delivered new to South America via Harrods (Buenos Aires), then discovered and returned to the UK by legendary car-hunter Colin Crabbe. Judges were particularly impressed to hear that Lees roared down from Leicestershire at 5:30am on the morning of the concours.





Incredible Zagato display, from DB4GT to Vanquish Zagato. Below: Speed Six landed 1920s group win



Stout Scarab. Appropriately, the 1940s victor came from the event's special Ferrari 166 celebration: Anne Brockinton Lee's beautiful Le Mans and Mille Miglia-winning 1949 MM (see *Full throttle*, p57).

John van Puyvelde's 1951 Pegaso Z-102 ENASA prototype came top in the 1950s group, with the mighty 1965 Ford GT40 of Jean-François Decaux best of the 1960s and the privately entered 1997 McLaren F1, chassis 063 – just out of a full refresh and return to factory spec with McLaren Special Operations – taking the Post-1970 win.

Away from the awards there was a display of Zagato Aston Martins to mark the Italian firm's centenary, with one of every variant bodied by the famed *carrozzeria*. But for many the real treat was simply enjoying 75 of the world's rarest cars against the beautiful backdrop of the Fountain Gardens. Add in the dealer, club and special displays and there were nearly 1000 cars to see around the grounds. Gems could be found everywhere, from the first Jaguar D-type to a fabulous Sepia Brown 1972 Porsche 911 Carrera RS 2.7 whose restoration was completed just days before the concours.

Other cars to land a pot included a remarkably original 1955 C-type (The Bridge of Weir Jaguar Trophy), menacing Aston Martin Vulcan (Future Classics) and Bugatti Type 57 (People's Choice).



Wolseley 4/44 made the 1000-mile trek to Beaulieu from Sweden

JUMBLERS RETURN TO BEAULIEU

More than 33,000 visitors flocked to Beaulieu's International Autojumble on 7-8 September, drawn by the promise of some 2176 stands bursting with rare parts. This year's event was headlined by a salute to the 'Golden Oldies' of the 1920s-'60s and produced a varied display of more than 50 intriguing classics – some of which had driven a considerable distance.

A 1954 Wolseley 4/44 made the trip from Sweden, travelling more than 1000 miles despite spending the past 30 years off the road. It was joined by a Dutch-registered 1952 Singer Roadster 4AD 'ute' and '69 Volvo 145, plus a rare '59 Fairthorpe Ashley Special and a 1922 Bentley 3/4½ Litre that had previously been used as both a race car and a fire engine.

Peter and James Sheppard, David Stevens and Colin Feyerband scooped the Best Stand Award for their novel sales technique: dressing as doctors and 'prescribing' spare parts to cure classic car complaints!



DON'T MISS THE DEADLINE!

There's still time to make your nominations for the Classic & Sports Car Club Awards 2019.

Our annual celebration of the best of the UK car club community will take place on the evening of 8 November, after the first day of the NEC Classic Motor Show, and is once again in association with our partner Lancaster Insurance. "This year we're marking our 35th anniversary," says Lancaster's senior operations manager Andrew Evanson, "and throughout we've worked closely with clubs and seen first-hand the passion, diversity and enthusiasm they bring."

We're asking for nominations in the following categories:

- Best Club Run/Rally
- Best Club Show/Event
- Most Improved Club Magazine
- Club Magazine of the Year
- Best Club Website
- Best Contribution to Charity
- Young Enthusiast of the Year
- Club Personality of the Year
- Club of the Year

Visit **www.classicandsportscar.com/clubawards** to submit your nominations before 11:59pm on 1 November 2019.



CLASSIC CHROME TURNS 30

South-west London classic car showroom Classic Chrome celebrates its 30th birthday on 18 October. Gary Shortt opened the dealership in 1989 with six cars, including a Jaguar E-type, Daimler Dart and Sunbeam Alpine.



GHOST LIGHT GLEAMS

Lakeland Motor Museum's Drive & Ride In Day on 15 September drew more than 100 classics. John and Josie Thornley's 1969 Wolseley 1300 Mk2 scooped the prize for 'Most Interesting or Unique' vehicle, after first-time restorer John's impressive rebuild.



MANX MINI MEET

More than 70 Minis descended on the Isle of Man Motor Museum on 25 August to mark 60 years – almost to the day – of the iconic design's production. Cars in attendance ranged from a pre-production 1959 model to one of the final Clubman 1275GTs.



FRANKFURT'S CLASSICS

For the first time, there was a hall dedicated to classic cars at the Frankfurt Motor Show from 12-22 September. Standout cars included an ex-Le Mans Borgward Hansa 1500 RS (above), a BMW 1600GT and a Victoria Spatz microcar: http://bit.ly/2kHQPZG



Clockwise from main: the beautiful Ferrari 500 Mondial of Villas-Boas; regularity run was part of the action; R8 Gordini gets ready to take to the hill

RAMOS SANTOS





Variety thrills at 16th Caramulo

Rally deity Markku Alén was among the famous faces at the Caramulo Motorfestival from 6-8 September. The five-time Portuguese Rally winner was a first-time visitor to the event staged at the historic hillclimb venue. He was joined by former Fiat, Lancia and Alfa Romeo works team manager Ninni Russo; local hero and 2018 Daytona 24 Hours winner Filipe Albuquerque; plus former Chelsea FC coach André Villas-Boas.

The latter took to the hill in his sublime Ferrari 500 Mondial and 1970 Lamborghini Miura P400S. Other desirable machines included Robert and Dalein van Zyl's 1950 166MM Touring Barchetta, the first Ferrari sold in Portugal, while Albuquerque got his first-ever taste of historic machinery in a 1930 Bugatti Type 35B Grand Prix car. Alén drove more recent Abarth fare, but an exacting clone of a works Fiat-Abarth 131 was on hand complete with an Alitalia-liveried Giardinetta support vehicle.

And it wasn't all vowel-laden exotica, with everything from Francisco Lemos' fan-favourite Mini Moke Speedster hillclimber to the doorless Citroën 2CV 'Pop Cross' of Márcio Nogueira tackling the course. Car clubs were invited to participate, with hundreds of cars taking to the hill each evening.

Military vehicles also featured prominently, many giving passenger rides. Around the locale was a fantastic array of 'street furniture' that encompassed historic police cars, state limousines and even a Citroën H-Van mobile library. Fastest driver of the weekend was 1993 Formula Ford champion Rosário Sottomayor in her obscenely quick Apis F1000.

BUG GOES ELECTRIC

Volkswagen revealed an electric classic Beetle at the Frankfurt Motor Show, with an electric motor, single-speed gearbox and battery set-up based on those in the new VW e-up!

The battery system has 14 modules built into the car's underbody, each with a capacity of 2.6kWh, which combine to give the 1280kg e-Beetle 81bhp/60kW, a 93mph top speed and a 124-mile range.

The conversion was done by eClassics, which says the concept permits the electrification of other classics – an e-Porsche 356 could be in the pipeline.





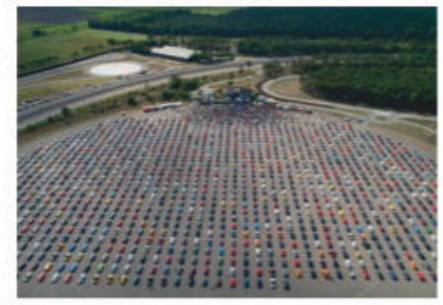
The Bugatti-based, Riley-engined Gillow Special was a welcome returnee to the famous Kinneil Estate

Clark honoured at Bo'ness

The 60th anniversary of Jim Clark competing at Scotland's first purpose-built motorsport venue was celebrated at the 12th Bo'ness Revival on 31 August-1 September with a display of his cars, including the Border Reivers Jaguar D-type.

Malcolm Thorne topped the one-off Jim Clark Class (for cars of a type driven by Clark) on day one in his Lotus 35 with a 33.18 secs time; on Sunday, John Albiston was untouchable in his Lotus 23b at 31.58 secs. For Saturday's Bo'ness Classic Tour, 120 cars visited the Jim Clark Motorsport Museum.

The return of the Gillow Special, 80 years since it was last at Bo'ness, was a highlight. Despite spirited drives by Michael and Mark Fountain, and changes to the track's layout, the Gillow couldn't equal the 33.8 secs time set by George Moncrieff on 13 May 1939.



PONIES PERFORM

A grand total of 1326 Fords have set a new World Record for the largest Mustang parade. Held at Ford's Lommel Proving Ground in Belgium on 7 September, the marque beat its own benchmark of 960, set in Mexico in 2017.



GROSSER ON TOP

The first Simply Mercedes, at Beaulieu National Motor Museum on 18 August, attracted 424 cars. Stuart Haynes' blue 1966 600 'Grosser', which he has restored over the past five years, took home the People's Choice Award.



INSIDE ENZO'S UNIVERSE

Ferrari's *Tifosi* was given a rare glimpse of the Prancing Horse's history in September with the opening of Universo Ferrari at Fiorano. Road and race cars came together to coincide with the launch of two new road cars, with Classiche also represented. Read more at http://bit.ly/2kt4eEI



CENTENARY SCHMALTZ

Auto e Moto d'Epoca is coming to Italy's Padua Exhibition Centre from 24-27 October, with special centenary celebrations for Zagato (via Lancia) and Bentley. The show includes club, dealer and restorer stands, plus automobilia and an auction: autoemotodepoca.com

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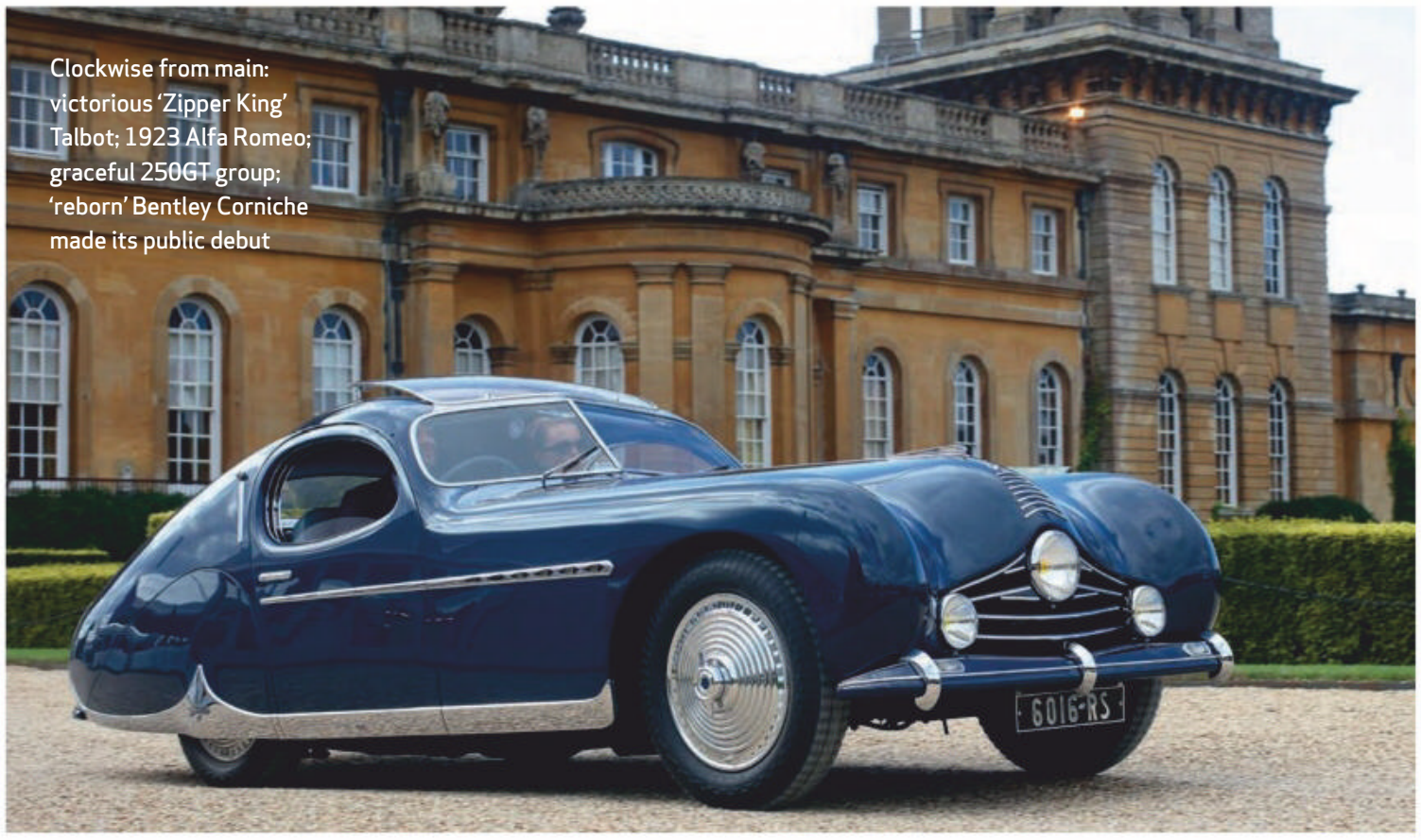
COYS EUROPE
Nick Wells
Tel: +49 (0) 208 6147888
Fax +44 (0) 208 614 7889
coyseurope@coys.co.uk

COYS ITALIA
Giuliano Fazi
+39 335 148 8303
giuliano.fazi@coys.co.uk

COYS FRANCE
Jacques Morabito
34, avenue des Champs-
Élysées
75008 Paris
+33 (0)1 4076 5798
+33 (0)6 0203 6792
jacques.morabito@coys.co.uk

1919

‘Zipper King’ crowned at Palace



Clockwise from main: victorious ‘Zipper King’ Talbot; 1923 Alfa Romeo; graceful 250GT group; ‘reborn’ Bentley Corniche made its public debut







The beautiful grounds of Blenheim Palace welcomed record numbers for the 2019 Salon Privé from 5-8 September, with 25,000 people, including 17,000 on the public day alone, taking in the glittering array of classic and modern metal.

Fresh from its Chantilly win, the ‘Zipper King’ Talbot-Lago T26 Fastback Coupé owned by Robert and Petra Kudela took home the prestigious Best in Show – but not the bottle of Champagne, opting to spray it instead in a Privé first. Katie Forrest’s 1912 Rolls-Royce Silver Ghost by Barker was awarded the runner-up spot in the 57-car Concours d’Elégance by Chubb Insurance. Corrado Lopresto’s distinctive and unique Aprile-bodied 1931 Alfa Romeo 6C-1750 Gran Sport Spider claimed third.

Remarkably, the collection of Ferrari 250GTs entered stretched into double figures.

Pre-war machinery proved popular with guests, who chose Anne Brockinton Lee’s original 1930 Gurney Nutting-bodied Bentley 4½ Litre as the People’s Choice Award winner.

An Aston Martin DB6 Volante, Ferrari Dino 246GT, Lamborghini Silhouette and Porsche 911 2.4S lost out to a McLaren Senna in the Lockton Club Trophy, the finalists of which were chosen from the clubs in attendance.

The vast show wasn’t restricted purely to the grand estate during its residency, with 50 classics enjoying a 120-mile Cotswolds tour on the eve of the event on Wednesday 4 September. Local Woodstock village paid homage to its more famous Stateside namesake with live music on Friday night, joined by 120 cars on parade and display.

Bentley made the long and winding trip down from Crewe to afford the ‘reborn’ Corniche a world debut among 51 special cars from its history, from EXP2 to the latest Mulliner Mulsanne Speed and Blower-inspired Continental GT. Brockinton Lee doubled her win tally with the Bentley Masters Owners’ Choice award, which boasted Le Mans legend Derek Bell and Bentley CEO Adrian Hallmark among its judging panel.

Meanwhile, more than 1000 products of the marque came together for a record-breaking display on Sunday (right).

The 20th anniversary of the Pagani Zonda was celebrated, too, including C12, F Roadster, Cinque Roadster, Tricolore and 760 ‘Oliver’ models on display.



RECORD BENTLEYS

Bentley was inescapable at Salon Privé, not least when 1321 owners and cars descended on Blenheim Palace for the Bentley Drivers’ Club Annual Rally. Combined with the organiser’s 100-year display, it set a new record for the most Bentleys gathered together.

It was a true representation of the marque, with the second WO Bentley car and the oldest in existence, EXP2, joined by Blowers, Cricklewood specials and Derby Bentleys.

Every model from Crewe was represented, too, from MkVI to the modern concept EXP100 via R-type, Continental, Mulsanne, Flying Spur and Turbo R.



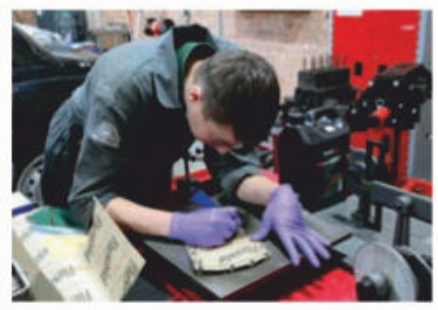
INSURER BUYS CONCOURS

Hagerty Group has acquired the Greenwich Concours d’Elegance, which takes place in Connecticut each May. “We’re knitting together the car community in a way no one has done before,” said CEO McKeel Hagerty.



SAMBA MADNESS

Two Volkswagen T1 Samba microbuses were reunited at Busfest 2019 in Malvern, Worcestershire, on 6 September, 65 years to the day since they both rolled off the Wolfsburg production line in 1954.



HONOUR RETURNS

The Association of Heritage Engineers is re-introducing the title of ‘Master Craftsman’ to recognise outstanding mechanical engineering skills. Candidates will be selected by a panel of industry figures. Email associationofheritageengineers @gmail.com for more details.



MOKES ON THE MOVE

Some 40 Mini Mokes left the International Mini Meet in Bristol for Usk, Wales, on 10 August, stopping at the highest point between the M5 and the sea to mark 60 years of the Mini and 55 years of its open-topped derivative the following day.

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Collectors gather here.



CHRIS MARTIN

Kiama Harbour was the crystal-blue backdrop for the loud, colourful and varied gathering



Alan Riordan's flame-dashed '32 Ford Coupe



1954 Chevy was among the vans on show

Funds raised by Kiama Rod run

The Romans Hot Rod Association held its seventh annual Kiama Hot Rod Run in aid of local charities on 6-8 September at Black Beach Park, Kiama, 100km south of Sydney.

Traditional rods on display included Alan Riordan's 1932 Deuce Coupe, Murray Alcock's '25 Model T Coupe and a tough-looking '41 Willys Coupe, but lowriders are popular here, too. A 1958 Edsel Pacer was one such car, along with a Mercury sled and '40s Oldsmobile.

Among the American muscle cars on show was a 1969 Yenko Chevrolet Camaro owned by Michael and Margaret Walker, while local honour was upheld by a 1968 Holden Monaro GTS and a hot Holden Torana GTR X-U1.

Mark Alcock brought his newly imported Ford T Speedster with all the best speed accessories, including a RAJO ohv conversion, and Jim Redman displayed his restored Mercury Eight convertible.

Utes are always popular, and it was fitting to see the original, a '34 Ford made at the Ford Australia plant at Geelong. A true Ute, or Utility Coupé, was a car designed with a pick-up bed following the lines of the cab rather than just a truck chassis with a pick-up bed.

Commercials were also well represented, with a nice late-'40s Chevrolet van and even a humble Bedford flatbed that had received the V8 treatment.

Obituaries



FERDINAND PIËCH
1937-2019

Ferdinand Piëch, grandson of Ferdinand Porsche and father of the Porsche 917, Audi quattro and Bugatti Veyron, died at the age of 82 on 25 August.

Uncompromisingly driven, his push to build the 917 racer transformed Porsche into the competition powerhouse it is today and his switching of Audi to an executive brand did likewise for the Ingolstadt firm.

Hans-Dieter Pötsch, chairman of the supervisory board of Volkswagen, said: "Ferdinand Piëch wrote automotive history. Our company owes him a lot."



GETTY

SIR MICHAEL EDWARDES
1930-2019

Former chairman and chief executive of British Leyland Sir Michael Edwardes has died aged 88.

South African-born Edwardes was appointed to the National Enterprise Board in 1975, and in 1977 was made chief executive of the ailing British Leyland, becoming chairman within two weeks.

He embarked on a controversial reform of the company, facing workers' unions and shutting down factories. Although painful, his approach undoubtedly saved the firm. Awarded a knighthood in 1979, Edwardes left BL in 1982.



LUTZ COLANI
1928-2019

Futuristic designer Lutz 'Luigi' Colani has died at the age of 91 in Germany after a severe illness. Creator of the VW Beetle-based Colani GT, his work took him to many of the world's most famous manufacturers, including devising concepts for Mercedes, Alfa Romeo and BMW. With a style that went against the fashion of the time, his rounded, shapely designs contrasted with the harsher lines of 1970s and '80s wedges and extended to trucks, planes and even cameras. His prolific career included more than 5000 ideas and concepts.

Federation update

The FBHVC has been a member of The Heritage Alliance for many years. It unites 140 independent bodies in England as a powerful, effective and independent advocate for heritage.

'Heritage' can be a misleading word; to many people it is associated exclusively with 'old stuff', but that is far from the case. This is extremely true of historic vehicles, trains, ships and 'planes, and this has led to the formation of a mobile advocacy group.

The Heritage Alliance has just published a report entitled *Inspiring Creativity, Heritage & The Creative Industries* featuring



1904 Darracq (left) and 1905 Spyker starred in the 1954 film *Genevieve*

many case studies of how its objectives have been achieved. The television series *Downton Abbey* could not have been created without the existence of Highclere Castle, for example, and it also documents how the Man-Engine – a 12m-tall mechanical puppet replicating parts of the mining process – made a pilgrimage across Cornwall.

Our example makes the connection with 1954 BAFTA-winner *Genevieve*. It was a comedy about a pair of cars entered in the London to Brighton run featuring a 1904 Darracq sourced via The Veteran Car Club of Great Britain. The report is available to view at www.theheritagealliance.org.uk



DAVID WHALE
FBHVC CHAIRMAN

The FBHVC lobbies in Westminster and Brussels. Call Emma Balaam on 01708 223111, email secretary@fbhvc.co.uk or see www.fbhvc.co.uk



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CLASSIC DIARY

All the shows, festivals, tours, meets and races that matter

OCTOBER

5 Castle Combe Autumn Classic
See *Pick of the month*

5-6 Anglo-American Autumn Classic American and British classics tackle Prescott Hill Climb. Glos *01242 673136; www.prescott-hillclimb.com*

6 Sunday Scramble Expect the usual eclectic assortment of classics in the fascinating surroundings of Bicester Heritage at the final Scramble of the year. Bicester, Oxon *01869 327928; www.bicesterheritage.co.uk*

7-12 Tour de Corse Historique Five-day rally around the Mediterranean island of Corsica *0033 4 9570 6733; www.tourdecorse-historique.fr*

10-13 Zoute Grand Prix
See *Pick of the month*

11-13 Estoril Classics Three-day extravaganza for cars and 'bikes, with a historic rally and circuit races. Cascais, Portugal *00351 214 666 230; https://estorilclassics.com*

11-13 Veterama Mannheim Europe's largest market for vintage cars and motorcycles *www.veterama.de*

11-13 Jaguar Land Rover Festival This French show concentrates on modern vehicles but has a historic section, too. Linas-Montlhéry, France *www.jaguarlandroverfestival.com*

11-13 Motorclassica Australia's premier classic show features a *C&SC*-sponsored club awards. Melbourne *0061 3 932 167 55; www.motorclassica.com.au*

11-14 AutoClásica Four-day concours regarded as the finest in South America. Buenos Aires, Argentina *www.autoclasica.com*

13 Autumn Motorsport Day At Brooklands, Surrey *01932 857381; www.brooklandsmuseum.com*

18-19 Dix Mille Tours du Castellet Historic racing at the Paul Ricard circuit, France *0033 142 59 73 40; peterauto.peter.fr*

18-20 Classic Expo Big Austrian show with special displays on Italian classics and the Mini, plus an auction, clubs and lots more. Salzburg *0043 662 24 04 0; www.classicexpo.at*

19-20 The Atlanta Concours d'Elegance Bentley is the featured marque at this swanky concours, newly relocated to downtown Atlanta, USA *www.atlantaconcours.org*

18-20 Auto Retro Barcelona Large and excellent Spanish show *www.facebook.com/Autoretro*

24-27 Auto e Moto d'Epoca Massive show with thousands of classics for sale, plus club and dealer displays. Padua, Italy *0039 049 7386856; www.autoemotodepoca.com*

24-3/11 Hilton Head Island Concours d'Elegance & Motoring Festival Lengthy event takes in historic racing, concours and more in two locations. Savannah, Georgia/ Hilton Head Island, South Carolina, USA *www.hhiconcours.com*

25-28 Las Vegas Concours d'Elegance Inaugural running of what will surely become a fixture on the calendar. Las Vegas, Nevada, USA *001 702 992 0512; www.lasvegasconcours.com*

NOVEMBER

1-3 Algarve Classic Festival Huge historic racing festival in Portugal, with more than 300 teams and 500 drivers *00351 2 1092 0650; algarveclassicfestival.com*

2-3 Classic Vehicle Restoration Show Royal Bath & West Showground, Shepton Mallet *01507 529529; cvrs.bristolclassiccarshows.com*

3 London to Brighton Veteran Car Run
See *Pick of the month*

8-10 NEC Classic Motor Show The UK's biggest and best indoor festival features the annual C&SC Club Awards *08712 301088; www.necclassicmotorshow.com*

For full event listings, visit **www.classicandsportscar.com/calendar**

Pick of the month October



CASTLE COMBE AUTUMN CLASSIC
5 OCTOBER

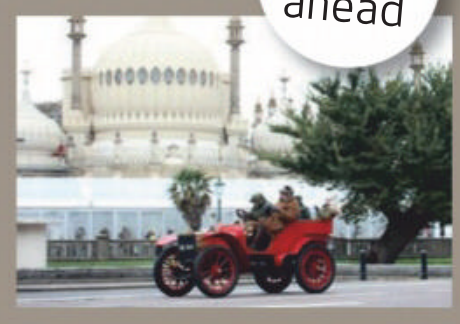
The Autumn Classic sometimes seems to fall off the classic car radar, but we think it deserves plenty of praise. A cracker of a day out, it takes place at the lovely Castle Combe circuit in Wiltshire and mixes club stands and superb wheel-to-wheel racing with an access-all-areas paddock and special displays; this year's include Aston Martin and Marcos. The racing is still the highlight, and in 2019 we're particularly looking forward to the Freddie Giles Memorial Trophy, which will bring up to 30 Frazer Nash models on track. *01249 782417; http://autumnclassic.co.uk*

ZOUTE GRAND PRIX
10-13 OCTOBER

Don't let the name fool you: Zoute is about far, far more than just historic racing, though that does indeed play its part. This event in the Belgian town of Knokke-Heist packs a lot into its four days, with a rally, GT tour, Bonhams auction and a modern car show, but it's the concours d'elegance we're most excited about. More than 70 elegant pre- and post-war cars will compete, and, given that top honours last year went to a lovely 1948 Alfa Romeo 6C-2500 SS Touring coupé, the quality is sure to be high. *0032 50 600.899; www.zoutegrandprix.be*



Looking ahead



LONDON TO BRIGHTON VETERAN CAR RUN
3 NOVEMBER

The London to Brighton Run shouldn't need any introduction: after all, it's been running since 1896. Hundreds of pre-1905 vehicles will complete the 60-mile route from Hyde Park to Madeira Drive on the south coast – a remarkable tribute to the era's built-to-last engineering and the dedication of the owners. Be sure to turn out and show your support. *01483 524400; veterancarrun.com*

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WILL BROADHEAD

Clockwise from main: victorious Mini of Turner and Vestey; Standard Ten of Whyte sisters pressed hard late on; Liddells' TR4; Henchoz Volvo gets a push

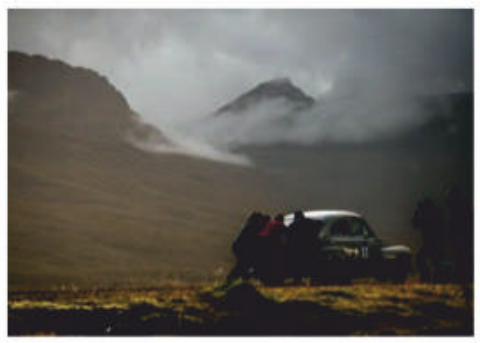
MIGHTY MINI IS THE HERO IN ICELAND

Owen Turner and Rachel Vestey took their Austin Mini to victory by the slimmest of margins on HERO's Icelandic Saga 2019, held between 7 and 13 September.

The second-placed Standard Ten of Seren and Elise Whyte was a mere 2 secs adrift after seven days and 1200 miles, but Turner/Vestey had the edge in the rally's 18 tests. The Mini had built a cushion back to the Ten, but a strong effort from the Whyte sisters over the final two regularity-focused days of competition closed a gap of nearly a minute.

Early leaders Rod Hanson and Clare Grove (Ford Escort) were overtaken by the Whytes and Turner/Vestey on day two, before the Mini crew moved to the head of the field by the end of the third. Turner/Vestey held a slender lead over the Whytes come the end of the following day, despite noisy wheel bearings. Father-and-son crew David and Edward Liddell moved their Triumph TR4 into third having fought back up the leaderboard after a tough first day.

Day six was the picturesque rally's longest and just 10 secs separated the top two crews when it drew to a close, with five regularities still to play for on the final day.



Turner/Vestey safely navigated those closing sections to keep the Mini ahead of all comers and secure a memorable victory, while the Liddells rounded out the podium.

HERO managing director Patrick Burke and Keith Gapp (MGA roadster) secured Class 1 spoils, with Class 2 headed by Christian von Sanden and Patrick Hudde in a BMW 1602. Class 3 was claimed by the TR4 of David and Jane Cottam.

Day one front-runners Hanson and Grove secured Class 4 honours, while Class 5 went the way of the Datsun 240Z crewed by Stephen Hardwick and Ashley Bennett.

Special mention must go to Emma and Rob Henchoz, who completed the rally without a working starter motor in their Volvo PV544 but still achieved eighth place overall and third in Class 2.







MICK WALKER/CHARLIE WOODING

Gold Cup success for the ex-Alan Jones Williams FW06 with Marty Bullock in the cockpit



Jim Dean took his Europa to 70s victory



Kevin Kivlochan celebrates win in AC Cobra

No keeping up with Jones Williams

In keeping with tradition, a Grand Prix car won the Gold Cup's feature race at Oulton Park from 24-26 August as Australian Marty Bullock piloted the Williams FW06 once of compatriot Alan Jones to victory. Jamie Brashaw (March 73A) had claimed the opening encounter but Bullock was the aggregate winner of the two XL Aurora races.

A late safety car in the Guards Trophy meant it came down to a single-lap dash, and Charlie Allison (Chevron B8) passed leader Benn Tilley (Lotus 23B) to take victory by 0.166 secs. It was close in Historic Road Sports, too, as Kevin Kivlochan (AC Cobra) headed Will Plant (Morgan Plus 8) by 0.876 secs.

Double wins were scored by Stewart Whyte (Honda Accord) in the Dunlop Saloon Car Cup, Andrew Hibberd (Brabham BT18) in Historic Formula Three, Mark Charteris (Mallock Mk20/21) in Classic Clubmans, Andy Smith (March 783) in Classic Formula Three, Peter Hallford (Ford Mustang) in Historic Touring Cars and Callum Grant (Merlyn Mk20) in Historic Formula Ford.

In Formula Junior, Andrew Hayden (Lotus 22) took his maiden win, while Robin Longdon (Lola Mk5A) secured race two. Jim Dean (Lotus Europa) topped 70s Road Sports, and the Reynards of Benn Simms and Jason Redding shared Formula Ford 2000 honours.

Paddock profile
FRANK LYONS



Car *Cannon*
Series *Historic Sporting Trials Association*

"I began riding motorcycle trials in 1973 and in 1994 started Historic Formula Ford with the Historic Sports Car Club, of which I'm currently chairman. Now I race in historic F1, F2, Formula 5000 and Le Mans Group C. A chance meet with the HSTA's founder got me into trials – the sport started in 2012, I did the second event and I loved it. I encourage other racers to join in as something to do in the winter. My best event was the 2016 Monty Peters when I tied with Ian Wright for Best Historic – we couldn't be split on the tie-breaker!"



CHARLIE WOODING



CHRIS GAGE

Tom Smith's MGB cocks a wheel before building a 36 secs cushion to win in East Anglia

Bs best in big Equipe field

A huge grid of 45 cars lined up for the Equipe Pre '63 and Equipe GTS B race that opened AMOC Racing's Snetterton 300 meet on 31 August. In an MGB-heavy field, David Keers Trafford beat the similar B of Tim Greenhill by just 0.3 secs to GTS B honours, while Mark Holme led an all-Austin-Healey 3000 Pre '63 podium by 8.4 secs. Tom Smith (MGB) had it easier in Equipe GTS A, winning by 36 secs.

John Polson (Talbot AV105) claimed the Pre-War Team Challenge, and Roger Wills (Lotus 15) dominated the Jack Fairman Cup that included the JEC XKs, Mike Hawthorn Challenge and Innes Ireland Cup. Edward Leigh (BMW M3 GT4) and Chris Kemp (Aston Martin Vantage GT4) took AMOC Intermarque and Aston Martin GT4 Challenge spoils respectively, and Paul Whight won the GT Challenge in the Vantage GT2 he shared with BTCC star Jake Hill.

SIMPSON IS KING OF THE HILL

A diverse range of two-wheel-drive machinery battled for honours at the fifth round of 2019's Retro Rallycross Championship at Lydden Hill in Kent on Bank Holiday Monday, 26 August.

At the end of the three qualifying sessions, BMW E30 competitor Gary Simpson held pole position having set two fastest times. Phil Collard in a recently restored, mid-engined, rear-wheel-drive Renault 5 in the Retro RX series was fastest in Q3 and joined Simpson and John Cross (Lancia Stratos) on the front row of the grid for the final.

Cross seized the advantage, while Ray Morgan (Ford Escort BDA) overtook Collard for second before pressurising Simpson. That became the lead fight when Cross was forced to retire with a broken driveshaft on lap two, before Morgan also pulled off with half a lap to go because of engine issues. That left Simpson to take a comfortable win ahead of Collard and extend his points lead. Brian Hardman (Ford Escort Mk2) inherited third.



MATT BRISTOW

Polesitter Simpson won at Lydden in his E30 BMW

SILVA PEAK RESIDENCES

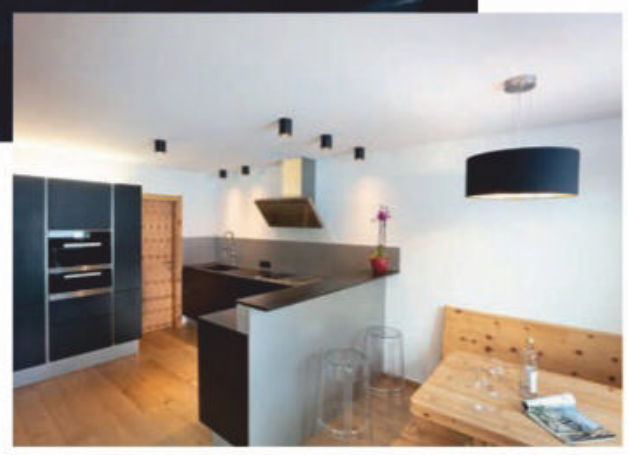


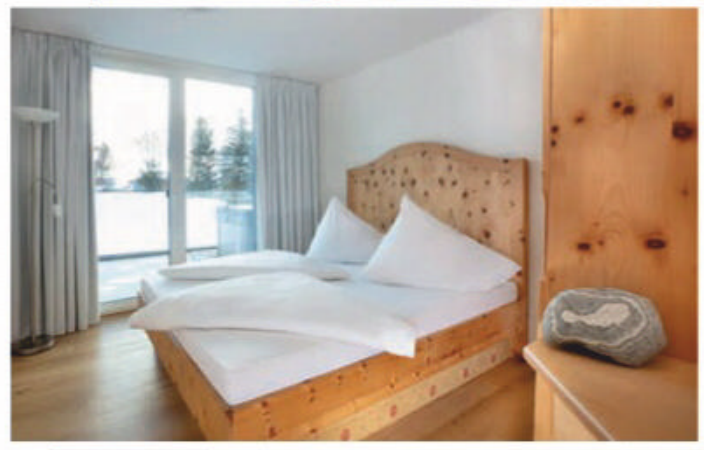
LIFESTYLE & INVESTMENT

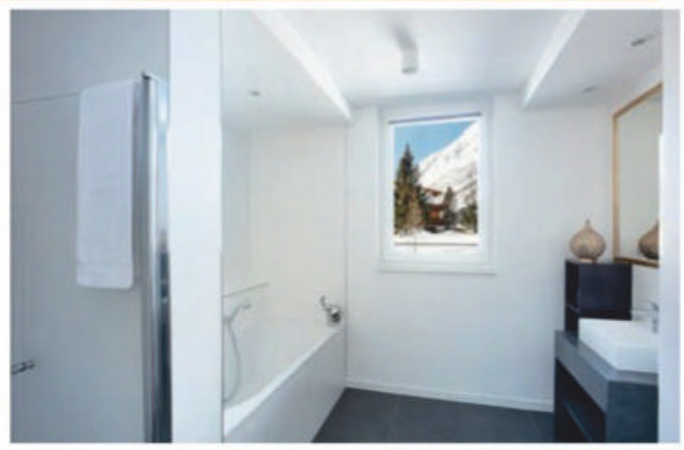
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SHAWN PIERCE

Clockwise from main: Homer's Corvette upheld American honour in Group Four's 'East meets West'; Greenfield doubled up; Thumel split Group Six





Imports tackle American muscle

Connecticut's Lime Rock Park hosted Historic Festival 37 from 29 August-2 September, with nine race groups in action.

Group Four, nicknamed 'East meets West', boasted a 22-strong field of American muscle versus British élan. Jack Busch steered his 1965 Jaguar E-type to victory in the first two contests, but Chris Homer's '64 Chevrolet Corvette was never far behind and he scooped victory in the third.

As part of the meeting's Formula Ford 50th-anniversary celebrations, Mike Kraus (Elden Mk10B), Glenn Taylor (PRS), Frank Delvecchio (Van Diemen RF 81) and Dan Kraus (Elden Historic) shared Group Two spoils, while Alan Tosler (Lotus Seven), Rick Bell (Ralt RT1) and JR Mitchell (Lotus 18 FJ) dominated groups One, Five and Seven respectively.

Jim Bok claimed the first Group Three victory in his 1961 Lotus Seven, but had to settle for second behind Peter Greenfield (Alfa Romeo 8C-2600) in the second and third. Group Six's winners were David Porter (Lotus Cortina) and William Thumel (Elva Courier), while Group Eight honours were split between Kurt Uzbay (Chevron B16), Dave Handy (Lotus 23) and Laurent Fumex (Ginetta G16).

In the MX-5-only Group Nine, Anthony Antonucci, Peter Tonelli and Mike George each won.

THE SHERE BRILLIANCE

The seventh Shere Hill Climb drew an eclectic mix of machinery on 1 September, with everything from a 1947 Lamar microcar (designed to fit through a garden gate) to a new McLaren in the hands of Indy 500 winner Kenny Bräck tackling Staple Lane in Surrey.

Among the other 216 cars and 'bikes taking part in the untimed charity event was a Jaguar XKSS replica, a strong collection of Bentleys and a 1956 AC Aceca. A highlight for many was the presence of Brooklands Museum's Napier-Railton. Although it didn't climb the hill, it did share its aero-engined roar with the paddock.



ROBERT CLAYSON

AC Aceca was among Shere's line-up



Entrants came from all over, few further than Toshinao Tsuchiya and Ritz Okano from Japan

Brits bolster Flanders' field

Twenty Historic Rally Car Register crews joined an international field for the 60th Tour of Flanders on 6-7 September in Belgium. And, for this anniversary edition, the organisers presented a 100-mile, 36-hour event set across 20 stages.

Peter Lythell and Gill Cotton (Porsche 911) and Trevor Hancock and Joanne Watson (Triumph TR7 V8) were both early HRCR retirees, but Rikki Proffitt and Graham Wild made light work of the wet opening stages in their 1965 Porsche 911 to lead the next HRCR crew – and first Mini runner – of Clive King and Anton Bird.

King/Bird hung onto their Mini Sport Cup lead despite a late scare with braking problems, while Peter Ellerby and Paul Price had a troubled event in their Mini Cooper – fuelling issues cost them two minutes in penalties and an excursion into a field required spectators to lift them back on to the road.

The modern WRC2 Škoda Fabia RC5 of Sébastien Bedoret won overall, with a BMW E30 M3 the best of the classic runners.



DANE RETAINS F3 TITLE

Christian Olsen successfully defended his FIA Historic F3 European Cup title with two wins at Zandvoort on 7-8 September in his Martini MK34. Valerio Leone (March 783) won Category 1 with two class wins, the first after starting from the pitlane.



INDOOR COURSE FOR HERO

HERO's RAC Rally of the Tests will make its Lancaster Insurance Classic Motor Show debut on Saturday 9 November. For around two hours, crews will tackle an indoor course inside Hall 6 at the NEC, with commentary and interviews by Tony Jardine.



MOTORSPORT IMAGES

FORD FEST GOES LIVE

The BRSCC has upped its commitment to the Formula Ford Festival at Brands Hatch on 26-27 October. The event will be streamed live for the first time, and Saturday will host a 'Heats Last Chance Race': brscc.co.uk



MOTORSPORT IMAGES

SILVER McRAE MEET

Scottish race circuit Knockhill will mark the 25th anniversary of Colin McRae's 1995 World Rally Championship victory with the second invitational McRae Rally Challenge on 26-27 September 2020. Expect static displays, action and much more.

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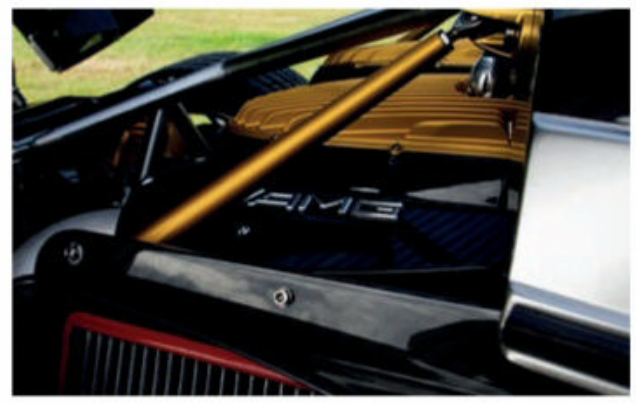
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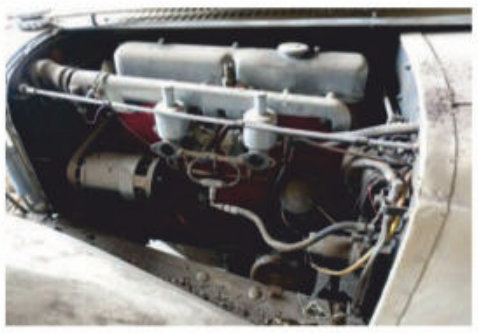
The Jaguar SS100 was removed on dollies and at first glance appears to be remarkably sound; the MG TC racer is just visible in the background

EARLY JAGUAR RISES DOWN UNDER

Lancelot Hill of Bowral, in the southern Highlands of New South Wales, Australia, died leaving a collection of classics. According to his firm's website, he followed his father into the antiques business in a building that used to be Cobb & Co's coach staging station.

Rory Johnston of Sydney-based dealership Classic Throttle Shop has now extracted a wonderful 1936 Jaguar SS100 2½-litre, chassis 18024, from the barn behind the antiques shop. In his younger days Hill loved motorsport, and competed alongside his sister in a Lotus Seven and a Swallow Doretti.

Johnston thinks the SS100 was bought from a doctor in the New South Wales seaside town of Wollongong, south of Sydney, in the 1950s. Hill raced it regularly in local events for six or seven years before his business took over and the car went into storage: "He was well dressed and always wore a tie – he was proper old-school. His car knowledge was huge and once a year he would travel to the UK to buy stock for his antiques business, look at cars and go to race meets."



Classic Throttle Shop will be selling the collection, which also includes a long-term-stored 1955 Aston Martin DB2/4, a Jaguar XK140 fixed-head coupé and a Jaguar MkIV, along with a time-warp 1952 Jaguar XK120 roadster in need of a full rebuild. The latter is listed in the book *The Jaguar XK in Australia* by John Elmgreen and Terry McGrath as one of the fastest XKs, and has a certificate recording it at 129.31mph over the flying quarter-mile to prove it.

Not for sale is an MG TC racer (UK registration RKU 335) that Hill co-drove with Lloyd King, and the group also includes a superbly original 1972 Ferrari Dino with factory Borrani wire wheels and only 37,000 miles from new.





Clockwise from above: SS100 as found, stored with its tonneau cover in place; Aston Martin DB2/4's original English numberplates are visible beneath the NSW plates; the Jaguar features the smaller 2½-litre engine

COMPILED BY MICHAEL WARE







Clockwise from main: the reassembled 356 cleaned up well; Porsche comes out into the open for the first time; piles of spares hid a fairly shabby interior

Porsche's half century in a shed

The Porsche 356 Speedster is highly collectable, so there must be very few that have been off the road for 48 years. Earlier in 2019, this 1956 365A was purchased by Dusty Cars of Pleasanton, California, from an owner in Gridley who had bought the car in 1971 for just $500 and stored it ever since.

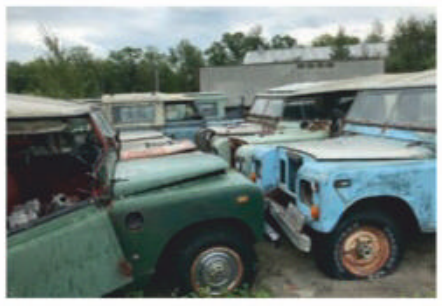
The Porsche had been put away in a large shed full of unwanted items and the owner had built a Heath-Robinson wooden structure around the car to protect it from the detritus around it. The team from Dusty Cars made an inventory of everything inside the 356 and reassembled all the removed parts, in the process discovering that almost nothing was missing.

After the carburettors were rebuilt, the oil was changed and the spark-plugs were replaced, the flat-four started. The overall condition and history both suggest that the recorded mileage of 109,528 since new is accurate. As in so many of these barn-find cases, the reason why the car was taken off the road in the first place isn't known, but it appears that the previous owner had begun to strip it down for a rebuild that never happened.

RESTING PLACE FOR LANDIES

While out exploring in the rural north-east of the USA, New Yorker Jon Birge stumbled across this collection of nearly a dozen mouldering Series Land-Rovers. "The vehicles are near the ocean in the Massachusetts/Maine area," says Birge. "Close enough to the ocean, in fact, that a prospective rescuer would need to hurry!"

The collection includes a pair of 109in station wagons fitted with 'tropical' roofs, plus several 88in Series IIAs and Series IIIs. Among the more unusual sights to British eyes are the side reflectors, required by law on US vehicles circa 1967, and hubcaps on one SIIA – which appear to cover non-standard front hubs.



Green SIIA features unusual hubcaps



Motoring pioneer emerges

The early part of the previous century was littered with manufacturers that started to build vehicles but soon faded out. The Schacht Manufacturing Co of Cincinnati was just one example, building cars from 1904 until 1913 (but continuing to make trucks until 1938).

Gustav Schacht had been making horse-drawn buggies for some years before launching his first car, which clearly showed its ancestry – from a casual glance, only the upright radiator and steering wheel betrayed that it was self-propelled.

A 1904 Schacht has recently been found by Shawn Miller from Significant Cars of Indianapolis. It appears to be very original, albeit time-worn. "I found it stored not in a barn, but a manufacturing company's warehouse," says Miller. "The owner inherited the car from his partner in the venture, who had in turn received it from a family member in the 1980s. It had obviously been stored in a barn for most of its life, given its weathered state."

Miller now feels it is so unusual – one of possibly only four survivors – that he wants to keep the Schacht for his personal collection.

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p14 address or email your requests to **alastair.clements@haymarket.com**



HISTORY LESSENED

Andy Couchman is keen to fill in the history of his Triumph Vitesse MkII, UNN 497G. It was built in November 1968 and registered at Mitchells of Nottingham on 7 January '69, but after that its past is unknown until the mid-2000s. Email andycouchman@aol.com



WAS JAG A HOUSE CAT?

Colin Moore has rescued a 1993 Jaguar XJS 4.0 manual from 15 years in storage: "L995 RVC may have some official history with Jaguar because it was originally supplied to Jaguar Cars of Browns Lane." Do you know more? Email colinjohnmoore@me.com



HERON TAKES FLIGHT

692 ELC is one of some 12 Heron Europas built by Don Sim of Heron Plastics in the early '60s. "It was first sold in England and I found the wreck in northern France," says owner Andrew de Bernes. "The body is different from standard and I would dearly love to find any history." Email magnette2@live.fr



MICHAEL WARE
Former curator of the National Motor Museum, Beaulieu. Send submissions to waremichael29@gmail.com

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Clockwise from top left: dusty GT500 after careful removal from storage; Ford cleaned up exceptionally well; at Classic Cars of Sarasota after retrieval; engine has covered just 13k miles; grubby interior

To most Britons, Carroll Shelby's name is best known for his iconic makeover of the AC Ace with Ford V8 power to turn it into the Cobra, though race fans will also remember him for his 1959 Le Mans win aboard the Aston Martin DBR1.

Back in the USA, however, the Texan's name has been applied to a number of warmed-over versions of local cooking models. Most famous among these is the Shelby Mustang, which was factory supported by Ford and began in 1965 with the GT350, followed two years later by the GT500.

A 1968 Shelby GT500KR has recently been discovered, half buried in lumber and raised up on axle stands, in a warehouse in Tampa, Florida.

The first owner lived in Colorado, and when he died he left the car to his brother in Tampa, who it would appear never used it and the Mustang was parked up in 1987. It still has only 12,994 miles on the clock. He, too, is now ill, so has decided to sell the car, with the money raised going to charity. The rare and desirable Ford is being offered by Classic Cars of Sarasota, and comes with its original service record and owner's handbook.



Early MO has led a hard life. Right: dash is now white; all-important plate





Is far-flung Morris the oldest survivor?

It is thought that the oldest remaining Morris Oxford MO has just been found, albeit in poor condition. The MO was the first of a new line of medium-sized Morris cars produced at Cowley after the war, and the 6/80 & MO Oxford & Cowley Club has heard about an MO saloon that has turned up in Malang, Indonesia. It is thought to have been built in late July or early August 1948, and was probably immediately exported so that it could be in the showrooms for the model's launch in October.

Owner Bambang Priy Utomo has been unable to supply any history, but from the photographs the car has obviously been unused for many years. Except for the lack of an engine it appears reasonably complete, with a few alterations from standard such as the dashboard and glovebox covers being painted white, disguising the original brown crackle finish. "The car would need to be thoroughly steam-cleaned before any country would allow it to be imported due to potentially harmful insects, plants and fungi," reckons MO Club magazine editor Bob Francis. Historian Nigel Anderson says club records show that an earlier car was exported to Malta, but no trace of its survival has been found.

Gray is out of the shade

Last year, Rainsford Collectable Cars of Adelaide sold a rare Gray. The Gray Co of Denver, Colorado, decided in 1920 to make its own car to challenge the Model T Ford. It was quite conventional, with a 2805cc sidevalve and a three-speed 'box, but it couldn't compete on price and by 1926 Gray had gone out of business.

The 1922 car in Australia is highly original. The first owner used it for a year, then laid it up until 1960; the second drove it only for a few months before also putting it into storage. It has covered just 3860 miles.



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Inheritance includes a forgotten Ford



Clockwise: removing the Mk2 Capri from its resting place; the Ford as found in the collapsing garage; loaded for transportation to new owner Hills' home

When friends of Nick Hills inherited a house from an uncle they hardly knew, they didn't realise that there was a car hidden in one of the four garages on the property. They asked Hills to come over to Kent to see it, and he was surprised to find an early Ford Capri Mk2 with the desirable 3-litre engine and showing just 26,000 miles from new.

"The uncle owned it from when it was six months old, and several people have suggested it was a Ford demonstrator," says Hills. "The garage was locked and we were just in time because it was falling in on the car. The footwells were 30cm deep in nutshells because squirrels had found access, so the interior is not the best. But the car itself is in great condition. One of the tyres was still holding 20psi of air!"

The 3-litre was parked there 26 years ago, but the reason why is a mystery because the owner carried on driving for years after. Hills has now agreed to buy and restore the Ford: "When it comes to the Capri, everyone seems to prefer the Mk1 – but I really like the Mk2 better."





Jaguar fixed by the boss

In May 1959, John D Battigelli of Chicago took delivery of a new Jaguar XK150 roadster, in black with Cognac leather. Early the following year the engine dropped a valve, which was the start of a protracted dispute with Jaguar Cars in England and its agent in the USA. Sir William Lyons was even drawn in and eventually the car returned to the road. The last licence disc on the windscreen was for '69, and soon after that the car was put into storage.

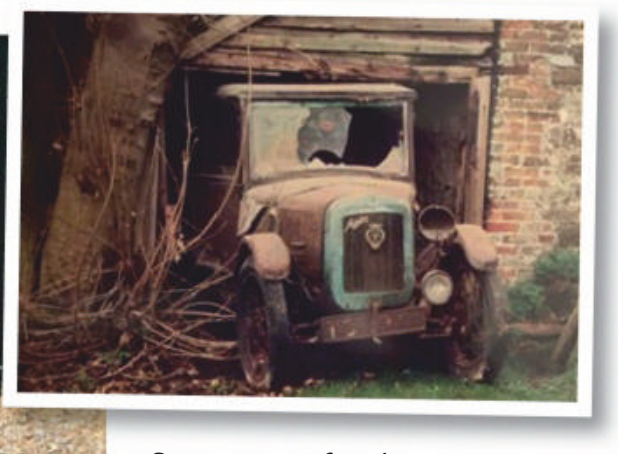
It has recently been liberated by Gullwing Motor Cars of New York and comes with its bill of sale, guarantee and owners' manual, plus all correspondence relating to the engine problems including a letter signed by Sir William Lyons.



Barn-find Seven sees the light at last



Despite its sorry appearance the Austin is sound, though it will clearly need plenty of work



Seven emerges from long-term storage



The interior is missing all of its upholstery



Fabric body has suffered years of neglect

At a Hobbs Parker auction last year, three lots were entered by the same farming family from near Ashford, Kent: a Series One Land-Rover, a 1930s Lagonda saloon and a completely unrestored 1929 fabric-bodied Austin Seven. Ken Kimber bought the Austin and has just started a "sympathetic rejuvenation". No paperwork came with the saloon, so he is unsure of its history, but he thinks it was registered YC 5791, a Somerset number.

"The car has never been fitted with two rear lights and the presence of a 1951 tax disc suggests that this may be when it was last on the road," says Kimber. "Its structural condition is actually better than it looks." He asked the vendors if they recalled why it came off the road but they did not know, though the engine was seized. According to the factory records at the British Motor Museum, the Seven was despatched from the works on 26 March 1929.

SELLING FAST FOR 2020!

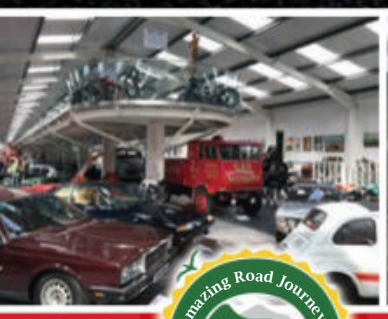
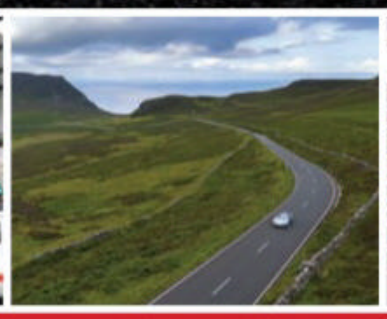
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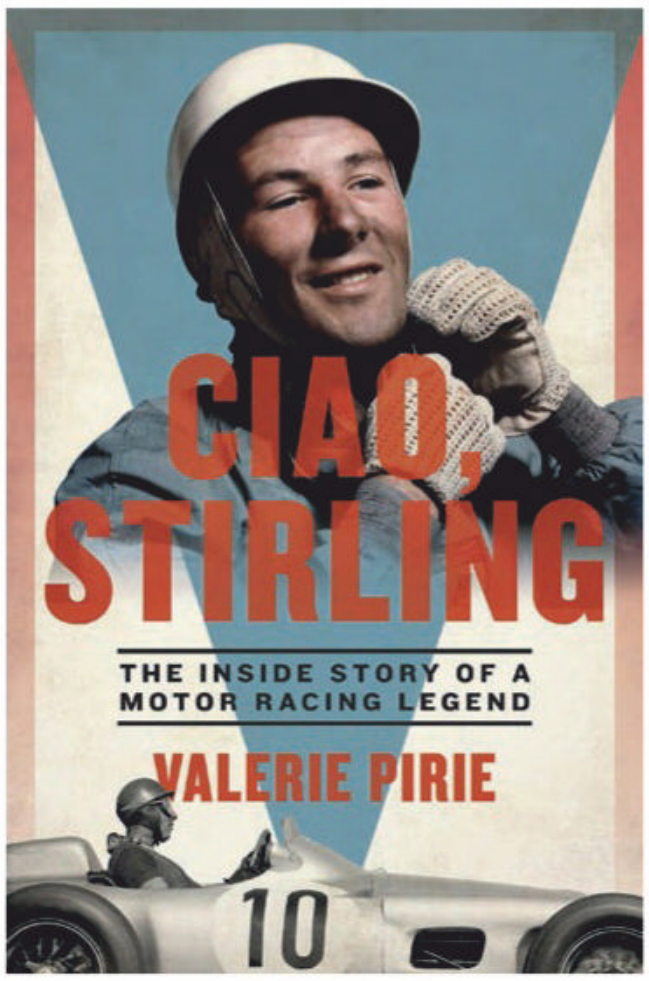
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CLASSIC & SPORTS CAR

Book of the month



CIAO, STIRLING

It's hard to believe there was a book about Stirling Moss that was still to be written. But this, 'the inside story of a motor racing legend', is exactly that. Actually, it's both: *Ciao, Stirling* is a genuine peek behind the curtain, because this is the view from across the hallway of Sir Stirling's office. Or through the partition wall, to be exact.

Valerie Pirie, 'Viper' to Moss and Moss alone, had the unenviable job of keeping tabs on the jet-setting should-be World Champion when he was at his height, cheating death in Grands Prix the world over. Their working life was brief – 1958 until '65, three years after his career-ending, life-threatening crash at Goodwood – but their friendship endured far longer. And nobody quite knows Moss like Pirie.

That makes for an account that is as affectionate as it is illuminating. Little is left out for posterity, or to spare Moss' blushes – including the day he appeared, fake 'tache on his top lip, disguised to try and blag some home furnishings and design ideas from a London show without arousing suspicion.

The era being so fraught with danger, the book offers an interesting insight into how Moss dealt with losing friends and colleagues so regularly.

Stories and anecdotes stream through the hardback's 320 pages, and so do many characters from the era – none of whom were 'allowed' to drop in on Stirling Moss Ltd without an appointment; nor were 'the crumpet'. Not that it stopped them, much to Moss' chagrin, for it wasted their time – and time is money, as he would stress. Non-racing names such as Henry Fonda also appear, as much friends with the chatty Pirie as with the unchatty Moss. Quite the change of life for a young woman out of secretarial college, who soon found herself ferrying a licence-less Moss around in an Aston.

Her job became more than merely to arrange travel, reply to every letter of fanmail (each signed by Moss), be his chauffeuse and type his dictated correspondence. Soon she was a builder's foreman, overseeing many office and home moves that form a central theme to the book; on bedside watch while he was in hospital; and a general confidante.

If there is a criticism, it's the lack of photos. The storytelling is colourful enough, and the few pages in the centre include candid photos of the Shepherd Street office, but you can't help but wonder whether there are more like the one of Pirie with Sir John Whitmore and Hugh Dibley's Porsche 904. Likewise more paraphernalia to join her race card alongside Mike Spence, Peter Arundell and Jackie Oliver.

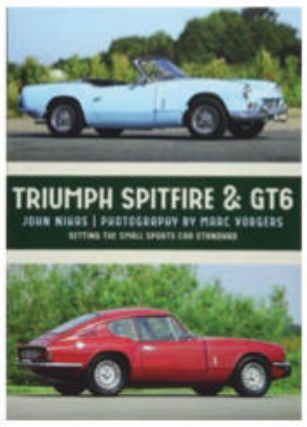
The cover design is excellent, the style warm, readable and engaging, and the subject fascinating. As for the title… for the avoidance of doubt, it transpires that's how he signs off his emails. **JP**

£20 Valerie Pirie, Biteback. ISBN 9781 785 904 639

'The era being so fraught with danger, the book offers an insight into how Moss dealt with losing friends so regularly'







Triumph Spitfire & GT6

Moss Motors' John Nikas offers a full overview of the GT6 and Spitfire, from the early days of Triumph to a chapter on racing. What lies between is a chronological rolling history that is both flowing and well told. Quality pictures and spec boxes are a welcome addition, while Amberley's fine production values and a luxurious matt-finish cover make it nice to look at and handle. **GM**

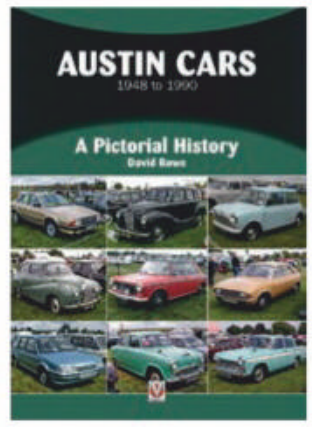
£14.99 John Nikas, Amberley Publishing. ISBN 978 1445674483



Ferrari: all the cars

First published in 2004, this small but chunky hardback is a staple in the *C&SC* library, and the fifth edition brings it bang up to date by covering every key Prancing Horse up to the 2019 SF90 GP car. Each road and race machine gets a brief history, photo and illustration, plus full specs – enough to answer a query or jog a memory without the need to wade through a laborious marque biography. **AC**

£24 Leonardo Acerbi, Giorgio Nada Editore. ISBN 978 88 7911 733 3



Austin Cars: A Pictorial History

As a point of reference, you can't go far wrong here if you're delving into the wonderful world of Austin cars. Every model from 1948-'90 is covered in impressive detail for such a slender paperback, down to gearchange diagrams and instrument layouts. From A40 to Montego, each car is photographed at classic shows and split into Counties, Burzi, Farina, Issigonis-inspired, Mann-inspired and the 'M' cars. Good value. **JP**

£12.99 David Rowe, Veloce. ISBN 978 1 787112 19 3

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Classic cars & motorcycles

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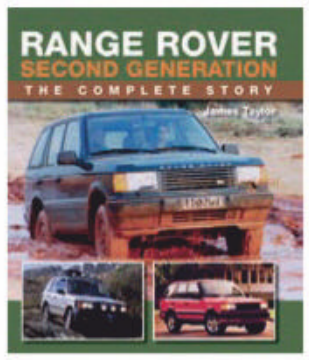


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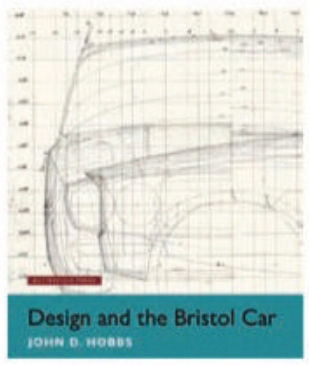
Range Rover Second Generation

Land-Rover authority James Taylor once again imparts his knowledge in this, the follow-up to 2018's *First Generation*. Covering the 38A 'Rangie' from announcement in '94 to the final incarnation eight years later, this 192-page hardback includes the design and development, specification, engine options and the special editions that were available throughout its lifespan.

As usual, Taylor's passion flows through the fact-laden text, but he avoids leading the reader into technical quicksand. There is a fine selection of imagery to back up the words and reproduction is good, although it would be nice to see the odd image used much larger in order to break up the otherwise sedate pace.

For anyone looking to buy a second-generation Range Rover or return one to original specification, there is plenty of detail to help – from period options to what to look for on a potential purchase. **MP**

£25 James Taylor, Crowood Press. ISBN 978 1785 004735



Design and the Bristol Car

The third book from Butterfield Press focuses on Bristol's chief designer Dudley Hobbs, who passed away 21 years ago aged 87. This highly considered 216-page softback is limited to 500 copies and written by Hobbs' son John, who initially followed in his dad's footsteps. Working in the 1970s as a design draughtsman and systems engineer on the Concorde programme, Hobbs Jnr is well placed to tell the story of his father's work.

The book is dotted with fresh details about Hobbs' career and the Bristol story. Given the subject, space is devoted to draughtsmanship – backed up by splendid master line drawings of the 603, utilising a technique developed by naval architects in the early 18th century.

Rich appendices supply fresh insight into the BAC/AFN acquisition of BMW technology and reproduce a tantalising archive. Here, you read Hobbs' thoughts on fact-finding trips to Touring Superleggera and 1947 Motor Show exhibits, plus the 1959 *Looking Ahead* memo planning the company's future under Bristol-Siddeley ownership.

The design is understated, the finish high quality, with innovative polyurethane binding that ensures you don't lose any material in the gutter and gives an appropriately technical feel. The only criticism is that it leaves you yearning to know more about Bristol's other design and engineering personnel. **SC**



£145 John D Hobbs, Butterfield Press. ISBN 978 1 999632526



Maserati 300S

As any author knows, as soon as you finish a book, fresh detail comes to light. Since Walter Bäumer released the first edition of his 300S history, he has continued to solve mysteries and unearth great photos. Nine years on, the second edition runs to two volumes with a photo record of the four works cars.

The colourful and often dramatic histories of the 25 cars make fascinating reading. If you enjoy 'as found' sagas, this is a treat: the beautiful 300S wasn't immune to butchery to remain competitive and several mysteries remain, such as the ex-Cunningham chassis 3052 that ended up with a Chevy V8 before it vanished in the '70s.

Amazingly, nearly all of the 500 images are fresh, so if you're a fan of Stirling Moss' favourite '50s sports-racer, this is a must-have. **MW**

£195 Walter Bäumer, Dalton Watson. ISBN 978 1854432971

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Model of the month







LOTUS 18

£249.99, Diecast Legends, 1:18

As well as being one of the UK's foremost model-car outlets, Diecast Legends has plugged some key subject gaps. Its latest Grand Prix release is Stirling Moss' celebrated 1961 Monaco-winning Lotus 18, chassis 912. After a gripping 100-lap, 2 hrs 45 mins David-and-Goliath battle with the Ferrari 'Sharknose' trio of Richie Ginther, Phil Hill and 'Taffy' von Trips, Moss took the chequered flag in the distinctive Rob Walker Racing 18. The win by 3.6 secs is regarded as one of his greatest drives.

The 1:18 classic is limited to just 250 pieces and is presented in race mode with side panels removed, just as Moss drove it to keep cool around the hot street circuit. The new release, which is made in Italy, makes a superb companion for the CMC Sharknose miniature. Later this year Diecast Legends will release another famous British race-winner, the 1957 Le Mans Jaguar D-type.

1:18
1 Spark's James Hunt 1975 Dutch Grand Prix-winning Hesketh 308, £149.99
2 Sun Star's Harri Toivonen 1986 RAC Rally MG Metro 6R4, £99.99
3 Tecnomodel's Mike Hawthorn 1957 British GP Ferrari 801, £249.99
4 Minichamps' Emerson Fittipaldi 1975 McLaren M23, £199.99
5 Minichamps' 1971 Alfa Romeo GTA 1300 Junior, £109.99
6 Schuco's Porsche 911S targa, £150.99
7 Schuco's Porsche 911S coupé, £150.99

1:43
8 Minichamps' Satoru Nakajima 1987 Italian GP Lotus 99T with Ayrton Senna riding figure, £79.99
9 Maxichamps' 1992 Alfa Romeo 164 3.0 V6, £36.99
10 Matrix's 1965 Prince Bernhard Ferrari 500 Superfast, £89.99
11 Matrix's 1939 Jaguar SS100 Vanden Plas roadster, £101.99
12 Neo's 1953 Maserati A6GCS coupé, £79.99
13 Matrix's 1952 Aston Martin DB2 Graber dhc, £101.99
14 Matrix's 1930 Rolls-Royce Phantom II Shooting Brake, £112.99



Edited by Mick Walsh.
Unless stated, all items are available from Diecast Legends (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS1119'



SIGN OF THE OLD TIMES

Dutch retro goods specialist Bennies Fifties has an extensive range of classic illuminated signs to brighten your garage or office wall. As well as its popular American collection, it has now introduced a stylish Porsche neon. The three-colour design, made in The Netherlands, is available in two sizes: 1m tall for €895, and a smaller 50cm version for €329. Bennies Fifties will also exhibit at the Jukebox & Retro Fair held in Chessington on 2-3 November.
0031 703585810; www.fiftiesstore.com



Eyes have it

Whether you're rigging sails on your classic yacht or fitting a new tonneau cover to your Triumph Spitfire or MGB, Gunson's newly launched eyelet tool is sure to come in handy. All you need to do to achieve a neat and tight-fitting eyelet is to place each half on either side of a pre-cut hole, before delivering a few sharp taps to the end of the tool with a hammer. It's priced at £36.58.
www.gunson.co.uk

Youthful oil

Millers has launched Pistoneeze, a range of three new engine oils catering for younger classics. The new moderate-detergent mineral oil is available in 15w40, 10w40 and 10w30 viscosities, covering a slew of 1970s, '80s and '90s cars. All have been designed to offer maximum protection to engines incorporating modern filtration systems, as well as featuring a zinc-based corrosion inhibitor. Each is available in 1-litre and 5-litre cans (£8.99 and £29.99 respectively).
www.millers oils.co.uk





Mille Miglia Merc in miniature

The perfect gift for every budding Stirling Moss, this baby version of the Mercedes-Benz 300SLR from Half Scale Cars must be the ultimate toy. With a single-cylinder 43cc power unit, the glassfibre-bodied beauty brilliantly captures the 1955 sports-racer. Each car is made to order and can be individually detailed, with optional tartan interior trim and race numbers to match the original team cars. Priced at £6995, the 300SLR takes six weeks to build.
07966 905618; www.halfscalecars.co.uk

Boxing clever

Anyone who has spent a decent length of time in a TR5 or TR6 will know that the gearbox generates plenty of heat. This new heat-shield kit from Design Engineering should help mitigate the problem, being capable of withstanding up to 955°C. It's only 3/16in thick and is formed of seven CNC-cut pieces requiring no special tools to fit. The kit comes with a roll of heat-reflective sealing tape to cover the seams, and is available for £156.20.
www.demon-tweeks.com



Tested this month

M&K QUICK DETAILER

9/10

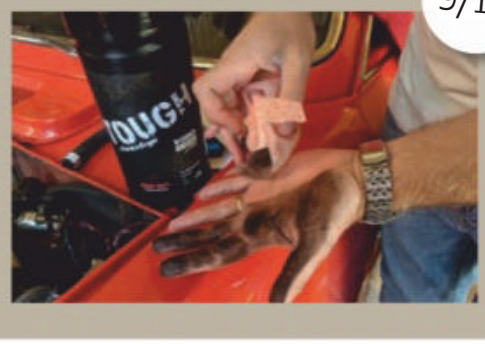
Formulated by hand in Scotland, polish expert Mitchell & King's Quick Detailer has been around for nearly a decade now, and in that time it has taken plenty of plaudits. Simple to apply and easy to buff off, the pleasant-smelling fluid is a pleasure to use, leaving no streaks or visible residue. We found the spray produced a deep gloss shine, leaving a slick finish with excellent beading qualities on our test car, and things only got better when we tried it on a dark colour that had been recently waxed. It kept the car looking fresher for longer, still gleaming a week after application and following heavy rain. Prices start from £18.99 for a 250ml bottle or £29.88 for a 500ml version, with larger 1-litre and 5-litre sizes catering for professional detailers. **GM**
www.mitchellandking.com



SWARFEGA TOUGH WIPES

One of the downsides of a lunchtime spent fettling your classic is the hand-scrubbing ritual afterwards. These wipes from Swarfega are the perfect solution, cutting through grease and grime just like the firm's gel. We were surprised by how quickly they got our hands spotlessly clean, leaving the skin feeling moisturised. Each large £5.99 tub holds 70 wipes. **GM**
www.screwfix.com

9/10



Adventures immortalised on silk

Inspired by recent classic motoring odysseys, Indian illustrator Rupali Prakash has produced a stylish and colourful range of silk scarves. Her designs feature a wide range of automobiles, from Edwardian Itala to rugged Triumph TR3. Other subjects include an Austin Seven Ulster, Rolls-Royce Phantom I and a Delage D8, plus an Indian motorcycle. The collection is available as a large ladies' scarf priced at £90, and also a gentlemen's pocket handkerchief for £25.
info@thedelalistore.com; www.thedelalistore.com



On yer bike

Morgan has teamed up with cycle firm Pashley to launch its Pashley-Morgan 110 Limited Edition. Celebrating 110 years of Morgan, just 110 bikes will be built at Pashley's Stratford-upon-Avon factory, each using Reynolds 725 tubing and top components including a Brooks Black Cambium C15 seat. Priced at £1750, the bike can be ordered at Morgan dealers.
www.morgan-motor.com



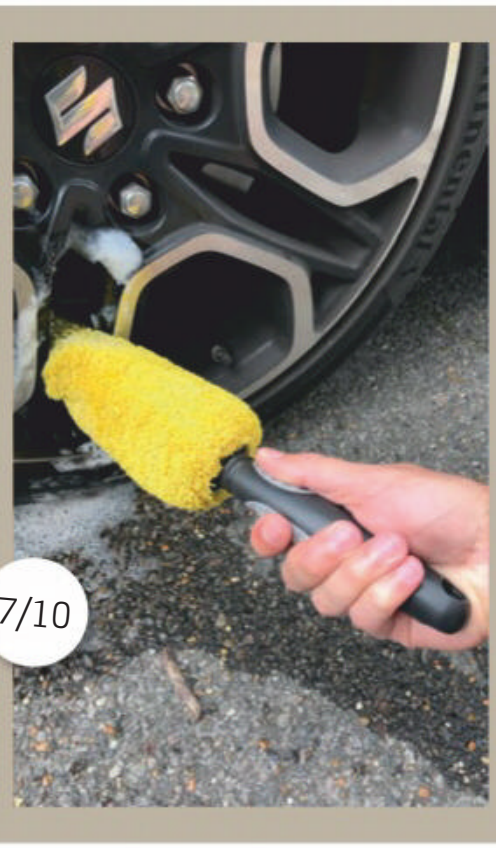


Dapper caps

Skinners Union (SU) is best known for carburettors, but now the Salisbury firm also offers a range of fashion accessories. Its vintage-style tweed caps include the Bond (£75), the eight-piece Gatsby (£80) and the Adjustable, with rear strap and embroidered SU logo (£60). All are made in the UK.
01722 412500; www.skinnersunion.co.uk

SIMONIZ MICROFIBRE WHEEL BRUSH

Shaped like a conventional wheel brush but fashioned from soft microfibre cloth, this latest offering from Simoniz makes cleaning wheels – particularly intricate alloy designs – a breeze. The tapered shape is perfect for getting in between spokes, and long enough to clean parts of the wheel that remain out of reach to a conventional sponge, plus it soaks up and retains plenty of soapy water. The fabric should help to prevent scratches, but it can be vulnerable to snags and tears – we caught it a few times on the brake caliper's sharp retaining clips. **GM**
www.holtsauto.com/simoniz



7/10



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HISTORICS AUCTIONEERS



Mick WALSH

An amusing new word has recently entered the old-car lexicon. 'Fauxtina' describes the technique of ageing a fresh rebuild, and over the years I've seen some laughable attempts at distressing newly made bodywork, including a Bugatti recreation that featured a stained and dirtied outer skin while in the cockpit the freshly rolled new aluminum still had a mint, bright sheen.

To my mind, the only way to create the aura of use is to restore the car as authentically as possible and then drive the finished machine so it ages in a natural way. Tim Dutton's talented team did a masterful job of re-restoring a previously bulled-up Grand Prix Bugatti Type 59 (*C&SC*, October). Old photographs were a key reference, while a wide range of techniques – Baker's Fluid, underseal and sandblasting – were employed to create a convincing impression of a well-used and cared-for machine before a 200-mile programme of testing. Dutton's painter Lewis Smith brush-painted the body and the stunning result has already encouraged one German owner to send his shiny Alfa Monza to Peacehaven Farm for a repaint that has transformed the ex-Scuderia Ferrari exotic.

Other recent restorations that have impressed include Paul Grist's rebuild of HWM 1, chassis 52-106. Like the T59, this much-campaigned 1956 sports-racer has a grim past because it was the car in which HWM co-founder John Heath was killed on the Mille Miglia. Once rebuilt, it continued to build up a colourful race history, right up to Kirk Rylands in historic events. After 34 years of competing in the car around Europe and driving the rapid Jaguar-powered machine to events on the road, Rylands sold it to Grist in 2008. The Hertfordshire-based specialist, renowned for his Alfa 8C work, rebuilt HWM 1 brilliantly, remaking an original-style nose and repainting it factory green. With all the filler removed, the thin paint finish enhanced the body ripples while authentic details such as the well-worn leather struck a perfect balance between restoration and conservation.

Preserving any historic vehicle takes vision and much more time than a straightforward rebuild, as *C&SC*'s multi-talented art editor Martin Port has proved with his '59 Trans-Africa Land-Rover Series II (p178). The distinctive signwriting recording first owner Philip Kohler's epic drive from Rhodesia to the UK was just one quandary: do you clear-coat the hand-painted details and risk reaction with unknown chemicals, or just leave it to a natural ageing process? Port ultimately went for the latter: "I spent ages deciding how best to reapply certain areas. The trick is not to launch straight in and overdo it. There are times when you have to replace old parts with new, of course, but I keep any nuts, bolts, fixings and bits of leather for inventive repair methods that don't look out of place."

Another master of preservation is Julian Parker, who doesn't like to think about the hours that have gone into his amazing Austin Seven saloon. First owned by a Spanish doctor, the car was used around Valencia until it gave up the ghost in 1963 and was stashed away in a shed. Fifty years on, Parker spotted it for sale online and was soon heading to Spain with a trailer to bring it home. Fascinated by modifications the doctor and local mechanics had done over the decades, Parker went to amazing lengths to stabilise and preserve the Seven. Purists will point out non-original features and old repairs, but he's determined not to blur its history. The fragile radiator shell is a case in point: "The car must have continuously boiled over, so the top of the shell rotted and was stitched up. We saved it all, and even soldered the original core."

Last month, Parker and his team worked all hours to reassemble the Seven as transport to Crosthwaite & Gardiner's 50th-birthday bash. The sight of the little black saloon's worn fabric body heading home in the dark was wonderful.

'Preserving any historic vehicle takes vision, and much more time than a straightforward rebuild'

From top: Austin radiator shell with stitched repairs – "If we can save it, we save it"; restorer Julian Parker with his amazingly preserved Seven saloon





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ESTIMATE: £100,000 - £130,000*

A notably early, matching nos. 4.2 Roadster that has been restored to 'concours' standard



1991 Audi Quattro 20V
ESTIMATE: £65,000 - £75,000*

One owner and 32,000 miles from new



1974 Ferrari Dino 246GT
ESTIMATE: £225,000 - £275,000*

10,000 miles from new and exceptionally well conserved

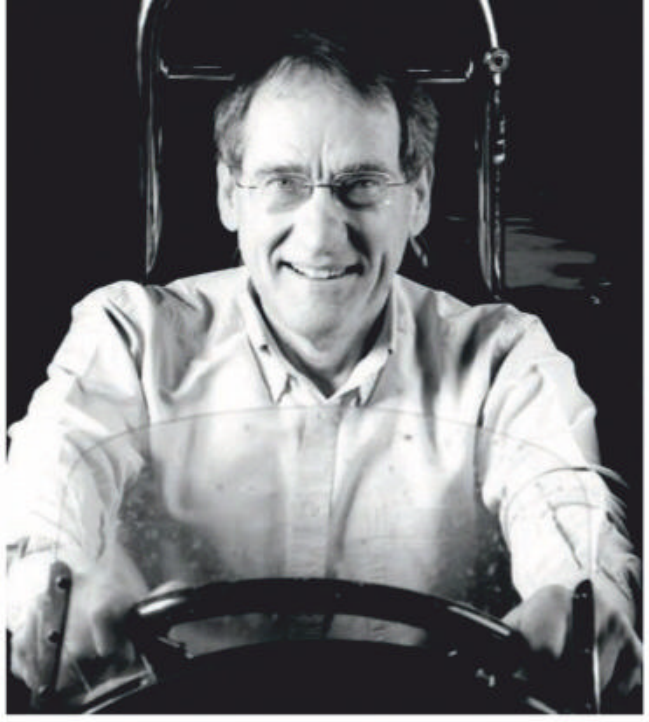
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DISCOVER
THE DIFFERENCE



Simon TAYLOR

For most visitors to the Concours of Elegance at Hampton Court, the highlight had to be the line-up in front of the palace of four Ferrari 166 Barchettas and one 212 Berlinetta. They were invited to celebrate the 70th anniversary of the 166's sensational victories within the space of three months in all four of the great sports car classics: the Targa Florio, the Mille Miglia, Le Mans and the Spa 24 Hours.

Four of the Hampton Court cars came from the USA, one from the UK, and it was British owner Clive Beecham who suggested a 166 dinner beforehand at the Royal Automobile Club's country seat, Woodcote Park. All but one were displayed on the cedar lawns while the guests circulated around them with their glasses of Champagne, but while we ate our grand meal, complete with edible Prancing Horse medallion on each dessert, chassis 0008M sat inside with us.

This has been dubbed the most significant Ferrari of all, being the actual car that won both the Mille Miglia and Le Mans: by no means Ferrari's first victories, but the ones that really turned the eyes of the world towards Maranello.

It belongs to Anne Brockinton Lee, who arrived in a helicopter wearing a hat that was more than a yard in diameter, and reappeared for dinner looking cool and elegant. It would be unseemly to speculate on the value of 0008M, although $40million has been whispered, but among Anne's array of some 250 cars – several of them Pebble Beach winners – she has another 166: the first one made, chassis 0002. The collection was built up by her late husband, Robert M Lee, but since his death in 2016 she has continued to add to it and exercise it, and she maintains a substantial staff to look after it.

The Spa 24 Hours winner belongs to Jon Shirley, who also has a large and glorious collection. A slight, quietly humorous man, he just happens to be the former President and CEO of Microsoft. My researches showed that his first classic, long ago, was a humble Sunbeam Alpine, a far cry from the 2.9 Alfa, Ferrari GTO and the like that grace his garages today.

Clive Beecham's 166 is two-tone metallic blue and metallic green, which sounds shocking but is in fact sober and delightful. Its original owner was the young (and stylish) Gianni Agnelli, who chose the precise shades himself. But my favourite was the Berlinetta, fitted with the 2.5-litre engine and therefore designated a 212. (Every schoolboy knows that most Ferrari type numbers specify the capacity of an individual cylinder, so 212 times 12 is 2544cc.)

'Touring's effortlessly artistic Superleggera design was trendsetting and much copied, and the Berlinetta is a jewel'

Touring's effortlessly artistic Superleggera design for the 166 was trendsetting in 1949 and much copied, and the Berlinetta version is a jewel, its fastback perfectly integrated with the Barchetta profile. Having been raced in its youth by the Musitelli brothers, this car ended up in America. By 1965 it had gone sadly downhill, and had a Chevrolet V8 under the bonnet. It was bought by Tom Caulfield and 54 years later, superbly and correctly restored, it belongs to son Kevin. I asked him how much his father paid for the car: "I tell ya, Simon, you have more coin on top of your dresser than it cost him." Now, of course, its value is stratospheric, but Kevin wants it to remain in the family for ever.

A VIP guest was today's CEO of Touring, Piero Mancardi, in England to show the new Maserati-based Touring Sciàdipersia. He gave the diners a tour around 0008M, pointing out the details – such as that trademark sweeping crease along its flanks – that make the Barchetta one of the great automobile shapes of all time. It has to be on any shortlist of the designs that changed the way our cars looked.

It's certainly on my lust list. Mrs Lee, do you think having two is a teeny bit greedy? Would you like me to look after one of them for you?

From top: *Throttle* gets Anne Brockinton Lee to tell the Woodcote diners why she loves her 166(s); Hampton Court line-up with Berlinetta to the fore





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Martin BUCKLEY

Only now can the truth be told, but in 2012-'13 I was the victim of a classic car scam worthy, almost, of *Hustle*. Like most such schemes, it played on natural human greed and an unwillingness to believe what is staring you in the face, simply because you want something to be true.

The play started innocuously when a man – let's call him 'Jeff' – turned up to look at a Merc I had for sale. It was quite an unusual car, being a non-air-suspension 300SEb and formerly the property of an infamous Australian cult leader. Jeff knew exactly what he was looking at and clearly had impressive Benz knowledge.

He didn't buy the 300, but his casual parting shot was: "I know where there's a Mercedes 500K we can buy." I dismissed this as a piss-take at first, but further enquiries revealed that, yes, he had photos and even a few spares for the car, which was parked in a shed in the New Forest, surrounded by ammunition, and owned by an old lady. It seemed she would take a figure that was far less than the car's market value, yet substantial enough that you wouldn't exactly be nicking it off her. The ammo was the thing she was nervous about; Jeff came up with a long-winded story about having to hire an armoured van and, to be honest, I should have smelled the first of many rats when someone else pointed out that the Army is quite happy to take redundant munitions for war games on Salisbury Plain.

In other ways, Jeff, apart from looking like an archetypical crook from an Ealing Comedy, checked out reasonably well: his dad was a former Mercedes engineer, and Jeff himself was capable of working to a good standard when he wasn't on the phone to one of his 'girlfriends'.

Slowly but surely he made himself part of the furniture at Buckley HQ, moving in tools and a car. He was an irritating presence, not someone you would spend time with unless they knew the whereabouts of a cheap supercharged Mercedes. He hardly did any of the promised work, but we went halves on a Ponton and a Rover P4, and he seemed to have a genuine eye for a good car.

These were distraction tactics while he waited for the perfect moment to stitch me up, having hooked me with the promise of a 500K I couldn't go and see due to the 'sensitivity' of the situation.

The sting came when he offered me a '30s Vauxhall Light Six with a Holden body that he could buy from a New Forest resident who had inherited a collection of old cars. It wasn't my sort of thing, but he had a buyer lined up – a collector we'll call 'Dennis', who would give us a good profit. Naturally, once the car was bought Dennis suddenly didn't have any cash and I was left with a rare Vauxhall I couldn't really value, but that was worth a lot less than I'd paid for it.

This having dawned on me, I made discreet enquiries with the only person I knew who might be able to tell me something about Jeff; I was horrified to discover that he had a long history of ripping people off in the old-car world and was thus already on the police radar. When I got a call from Southampton constabulary saying as much, and that Jeff had been escorted off a flight at Heathrow on his return from Thailand, I knew I'd been had. I didn't feel a total twit in the end, because it turned out a couple of experienced traders had fallen for a similar trick.

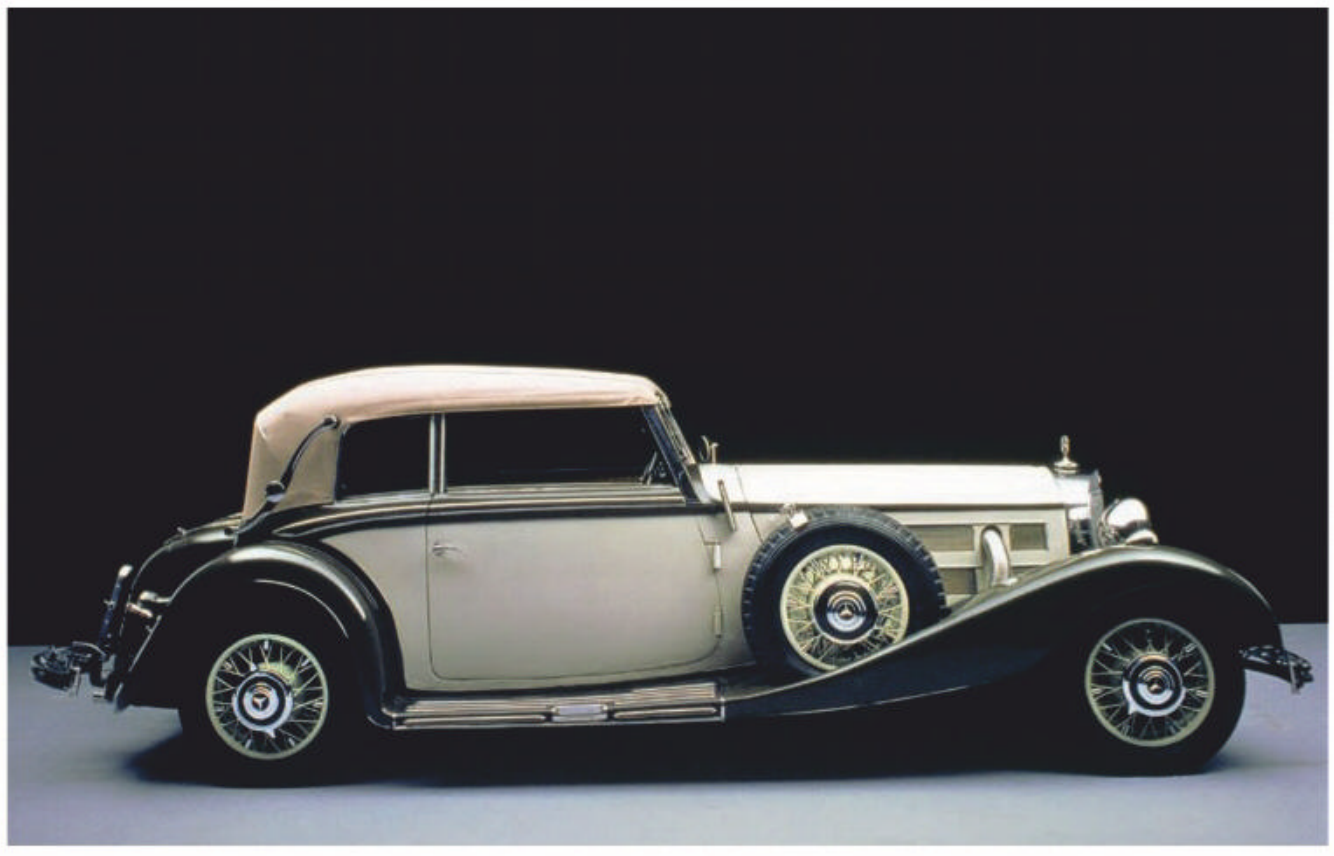
I didn't want revenge; what I wanted was my money. So when he turned up one day, unaware that I knew what he was up to, I informed Jeff that I was keeping all his tools, the 220S Ponton and his (fairly) modern Mercedes E-Class saloon, all of which was under lock and key in my shed. Not that this covered my losses.

There never was any pre-war Mercedes, of course. The pictures were of a 500K Cabriolet B his father had worked on during the '60s (the car from *The Heroes of Telemark*, which is now in a German museum). The moral of the story? If it sounds too good to be true, it ain't true.

> 'He was an irritating man, not someone you'd spend time with unless they knew the whereabouts of a cheap supercharged Merc'

From top: Buckley's Mercedes 300SEb tempted the scammer; mythical 500K Cabrio turned out to be a library photo (as is this one!)





2020 1 2020

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RALLY TO THE END OF THE WORLD

1 - 28 November 2020

Starting at sea level in Lima, Peru, we climb up to 3,600 metres to La Paz, the Bolivian capital. Via the salt flats of Bolivia and north western Argentina we will follow the Andes south through the green vineyards of Mendoza leading to the breath-taking lake district around Bariloche before making our way into Chile. Stunning Glaciers and deep blue lakes surrounded by snow peaked mountains through Patagonia where our destination is the city at the end of the earth, Ushuaia.

photo by Gerard Brown

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Letter of the month

Old friends reunited after a chance meeting via *C&SC*


RACER'S BABY TALBOT IS REVIVED

Transatlantic Lotus Elan

Restoration blues for E-type

I thought you might be interested to learn of a rather lovely story involving your magazine and my 1963 Jaguar E-type S1 3.8 fhc, which I purchased way back in May 2013 as a basket-case restoration.

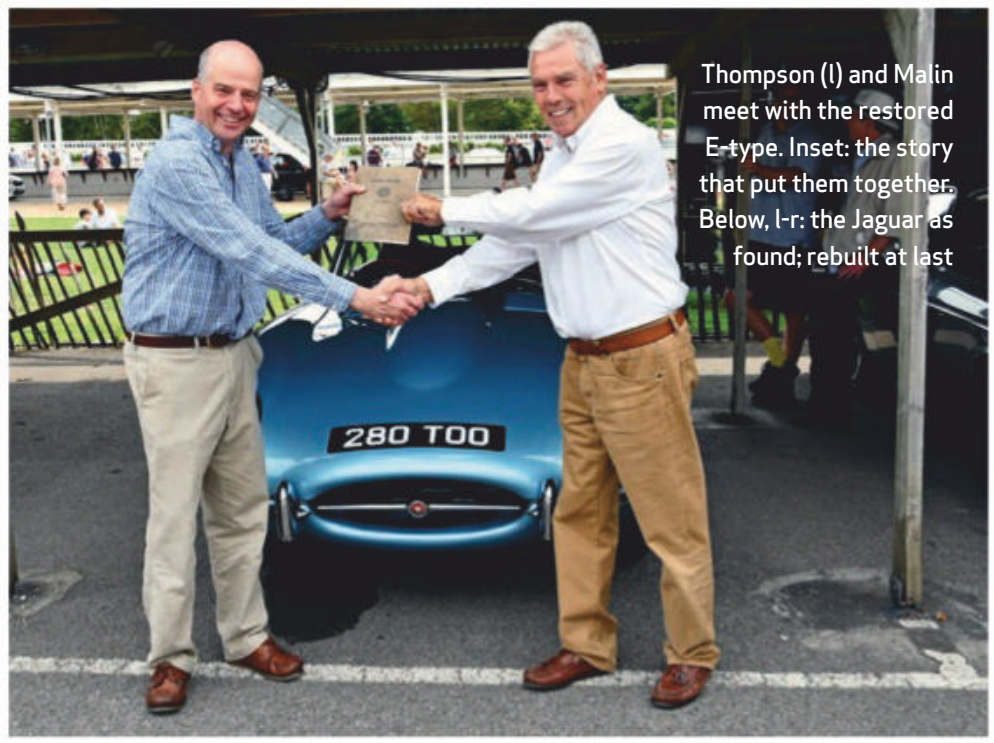
In May 2015, you kindly printed an article in *Lost & found* under the heading 'Restoration Blues for E-type'. As a consequence of that story, two past owners got in touch with me who I had previously had no record of: Brian Hubbard from 1965, and Jeff Malin from 1970. Jeff recalled he purchased 280 TOO from someone called Dick Forrester – for £500! – but sold the car on again in around 1972. After he had sold the car, he realised some time later that he had forgotten to include the operating handbook, but out of pure nostalgia for the Jaguar he couldn't bear to throw it away and, incredibly, he had kept hold of it.

By complete chance, a neighbour happened to pass on to Jeff that very edition of *Classic & Sports Car*, which featured his old car, 280 TOO. You can imagine his reaction to this – not only finding out that the car still existed, but also seeing the car how it then was! Jeff and I have stayed in touch since, and he has keenly followed the restoration. The comprehensive nut-and-bolt rebuild finally came to an end in May 2019, when 280 TOO was fully road legal for the first time in 35 years.

At the Goodwood Breakfast Club Classic Car Sunday this year, Jeff and I finally met for the first time – where he was reunited with his car 47 years after he had last seen it, and he officially returned the handbook to the car. It was a fantastic occasion in the history of the Jaguar.

I attach a picture of the car as it was prior to the restoration, and another of Jeff handing me the book at Goodwood. This magic moment was all thanks to your publication, and I just wanted to say thank you!

Alister Thompson
London







Thompson (l) and Malin meet with the restored E-type. Inset: the story that put them together. Below, l-r: the Jaguar as found; rebuilt at last



Write to alastair.clements@haymarket.com. *Letter of the month* wins a personalised Carvolution sketch; see **www.carvolutioncompany.com**



Dolan's Chevron – an unlikely rally machine

From track to field

I was amused by the article covering unusual rally cars (*Top ten*, August), but disappointed that you missed one possibly even more improbable than the Ginetta G4. This is the Chevron B8, which was entered in several Irish rallies in the early 1970s. Both Alec Poole and Michael (Mick) Dolan entered B8s in the 1971 Circuit of Ireland. I was spectating at a night checkpoint near Dunglow, Co Donegal, and was astonished to see the B8 driven by Dolan come through at a spirited pace. The suspension must have been significantly modified to cope with the unforgiving Donegal roads, which were mainly single-track with passing places.

Records indicate that although Poole initially entered a B8 for the '71 event, he apparently changed his entry. Both Poole and Dolan subsequently entered B8s in the 1973 Galway Rally. Dolan must have seen some advantage in the B8 because he is previously listed as entering an Escort Twin-Cam…

The other highlight of the night outside Dunglow was witnessing a local driver enquiring of officials what was going on (naturally in more colourful terms); apparently he was unaware that the roads had been closed to the public for the event, and was trying to drive north against the flow of rally cars.

Peter Purcell
Swindon

A classic to rely on

Is a Mazda MX-5 (*C&SC*, October) the ultimate classic? Before you spit out your tea, let me explain…

I have owned around 80 cars, from 911s to Healey Sprites, XR3s to Spitfires. To me, cars hit your senses on every level. It's not about the cost, but the look, the feel and the experience. The design fascinates the eye and stirs the soul; the smell conjures nostalgia; the feel brings connection, freedom and fun. They are moving works of art.



Yarwood's superb 40,000-mile MX-5 Mk1

Most people with my level of passion have a high degree of skill beneath the bonnet. They know a coil from a gasket, a propshaft from a gear linkage. I do not. I love classics, but therein lies the problem. I recently sold a fully restored 'Frogeye' because I bought the best hoping it wouldn't go wrong, yet it did. I had no clue how to fix it, so it was a trailer ride to the garage over something really trivial. To a non-mechanic that's a real off-putter.

This leads me to why I think the MX-5 is the perfect classic. I drive my 1990 Miata without any fear of a mechanical issue. I get a similar aesthetic pleasure to that I would from an Elan. I sit in it and it feels and smells like an old car. And when I drive, it feels like my Frogeye, especially with the lights up.

For a complete spanner-muppet like me it's the perfect solution.

Jonathan Yarwood
Hilton Head, South Carolina

Pedant of the month

Pedant of the month wins a *C&SC* baseball cap. Send your observations to **alastair.clements@haymarket.com**



Impractical magic: MkX rally machine

In the September issue, *The big picture* shows Le Mans in 1956, with Aston Martin DB3S versus D-type Jaguar. The caption reads 'watched by gendarmes'. In fact, French Gendarmes had to wear a uniform, so here we have firemen – who also had a *képi* (hat) but who could wear a shirt!

On a sadder note, the Goodwood preview piece about war heroes says that Robert Benoist was shot, but in fact he was hanged by the Germans.

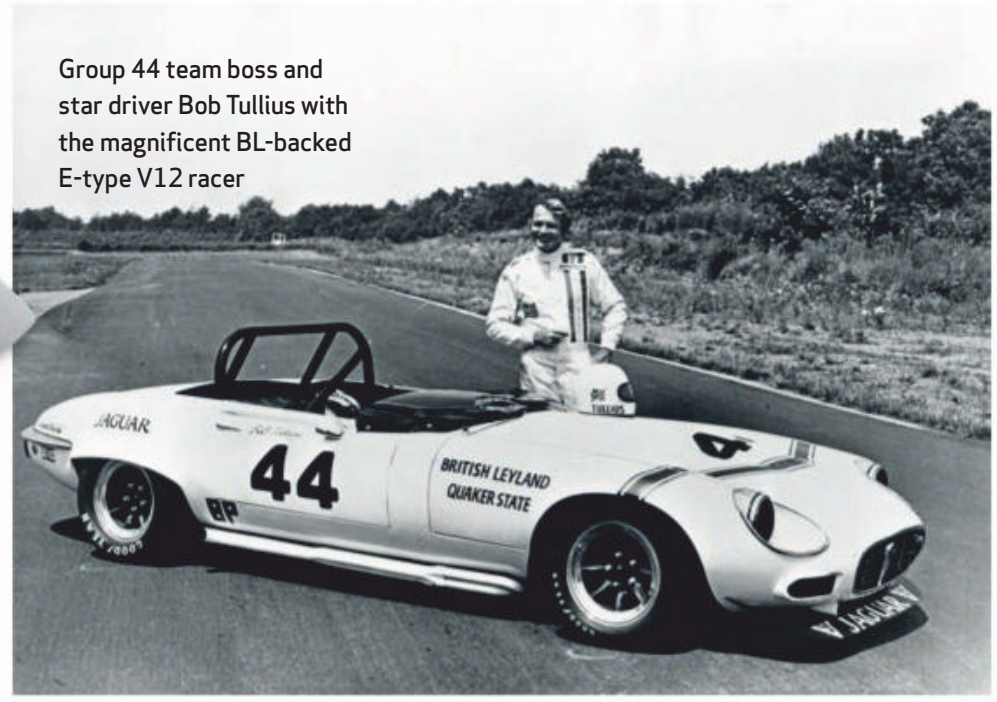
Finally, I would add a car to the July issue's wacky rally cars *Top ten*: a Jaguar MkX that was entered in a French rally in 1967.
Enguerrand Lecesne

Comments & clarifications

Was the Ferrari Dino 206 driven by Buckley in the August issue a barn-find? Or running a new fuel distilled from chicken manure? If not, I can't see the need for an ignition system designed to prevent plugs 'fowling' in traffic!
Michael Fines-Allin

The David Plastow obituary (*News & events*, August) says that development of the RB1-11 almost brought Rolls-Royce to its knees, but the engine in question was in fact the RB211.
Mark Randall

The letter from Jules Cranwell (August) refers to DKW as 'Das Kleine Wunder'. In the '50s and '60s this was the usual definition because the firm used the slogan. But DKW was registered in 1916 by Jörgen Skafte Rasmussen as *Dampfkraftwagen* (steam-driven vehicle); his first cars were steam-powered, and the original badge was a volcano emitting steam!
Mick Bath



Group 44 team boss and star driver Bob Tullius with the magnificent BL-backed E-type V12 racer

Private, aye?

I enjoyed James Page's *Top ten* in the February issue, but I would like to make clear the Group 44 Inc position in the motorsport industry worldwide. Over the years we did programmes for British Leyland, Chrysler, GM, Ford and Audi, so I do not believe that Group 44 Inc fits the 'privateer' description.

Regarding Jaguar, we received a budget from them and little else except some minor technical help. The cars were designed and built exclusively in the USA, using the basic normally aspirated V12 engine. When Jaguar agreed on the programme at a meeting in January 1962, I told managing director John Egan emphatically that we could not be competitive unless we had a turbocharged engine. James Randle, Jaguar's chief of engineering, replied: "I'll have one for you early in 1983." That never happened, and so we began.

As the records show, we were competitive enough to win several times during the contract period and gave Jaguar Sales USA the helping hand they asked of us, including taking the marque back to the Le Mans 24 Hours.

The Le Mans effort was a basic requirement from Jaguar UK – not the US – at the onset and, as I had previously told them, chances were that we would not be competitive. Our cars were in the early stages of development and 24 hours would be a stretch, though I did lead a few laps due to our good fuel mileage.

Egan told me in the initial negotiation meeting that Jaguar would want to do such a programme as soon as they were capable; I was obviously aware that the timeframe of our participation would be limited, thus TWR took over.

Thanks for including Group 44 Inc in your story.
Bob Tullius
Via email



Clark and pals with Herald, A40 and Anglia

Real-life test

The article 'A glimpse into the future' (*C&SC*, September) brought back a flood of memories for me. In the mid-'80s and early '90s, I and my colleagues had a fleet of just such stylish vehicles. We all resurrected and maintained them for fun. My car was the Herald Eastman Special, so was quite posh.

All the cars had various similar problems, but all were overcome and they were great fun to own and drive. Happy days.
Gordon Clark
Fort William



Skinner rates his R-type as a driver's car

Sporting saloon

I was pleased to see your picture of an R-type in the July edition's excellent 'Bentley Special' showed the car cornering at some speed. Whenever a newcomer to the post-war Bentleys occupies a passenger seat in mine, they are agreeably surprised at how competently the cars handle and how easily they keep up with modern traffic.

Last year, a friend's engineering-undergraduate son asked for a spin and a closer look at the car for a university exercise he was researching, comparing modern cars with 1950s models. During our trip he asked: "But how can you do that on crossplies in a car weighing almost two tons?" My reply was: "Huge torque, best-in-period brakes [if well set up, which many are not], precise car positioning and long-range observation/anticipation."

I should have added that these cars offer excellent driver feedback, which is one of the reasons that every R-type/MkVI driver I have spoken to, or read reports by, notes that they are very special to drive.
Charles Skinner
Via email



Ashton Jnr with Snr's 124 Coupé in 1977

Everyman exotic

What a pleasure it was to see your 'A cut above' feature on the three Italian coupés (*C&SC*, August). I love them all, they ooze character and engineering flair, but the Fiat has a special place in my heart because my late father had one in the '70s. I was already on the way to being a petrolhead when, after a string of typical Ford and BMC fodder, Dad bought an orange 124 Sport Coupé, SAD 808G.

I recall him saying what a revelation it was: the 1438cc twin-cam meant the car was fast, and he loved the way it drove. In those days of no seatbelts I used to lean forward so my head was between the two front seats, and remember saying it felt as if we were going really fast when it was only 40mph. Dad replied: "No son, that 40 is the rev counter [probably the first time I'd seen one] – we are actually doing 80!"

Your comment about rear-axle failures also rang a bell: I remember Dad saying it had a problem with the back axle when he sold it. He replaced it with a Triumph 2.5 PI, another car I remember well – not least because Dad used to moan about the amount of petrol it used.

The photo shows me as a seven-year-old on my Raleigh Chopper (another '70s icon), leaning against Dad's 124. You can clearly see from the black underseal on display that he had carried out 'repairs' to the rear arches and sills; sadly, SAD 808G wasn't on the road much after this. Lovely car, lovely memories.
Steve Ashton
Via email



Fowler snapped 1 VEV in the late 1960s

Aston hot rod spot

While reading the 'Elegance was expected' article in the September issue, I saw mention of the Aston Martin DB4GT Zagato 1 VEV.

I saw this car in the grounds of Bedford School in the '60s; sadly the owner wasn't around, so I never had the chance to ask for a ride…

Brent Fowler
Via email

Continental shift

I have known for a long time that Martin Buckley and I have much in common: same age; irrational love of Lancias; unflinching belief that the next classic will be 'the one'.

June's *Backfire* featured an excellent piece highlighting Mr B's Shed Collection hit list, many of which were cars I'd like to own myself. Most featured legitimate reasons for the desire, but one didn't. Allow me to fill in the best reason I know for owning a Renault 16.

In the early '80s, a friend bought one and came round to show it off. Impressed, my father traded his Escort for a 16TL. My brother and I were amazed by this Tardis-like vehicle with its split ventilation, strip speedo, column change and hatchback. The best feature was something we'd never seen before: what we called "declining seats".

Sadly these pioneers are now rare. If you find one, Martin, break the habit of a lifetime and hang on to it.

Owain Linford
Via email

Art of the machine

I have long been a reader of your excellent magazine, and have enjoyed countless hours lost in great articles thanks to you, your writers and photographers.

What prompted my writing to you is July's wonderful piece on illustrator Leslie Saalburg (*Motoring art*). Thank you for sharing with your readers a bit about this talented and cultured artist. Like so many of us here in the United States, I was raised in loving but slightly less-than-elegant circumstances. As a child in the mid-'60s, I was fortunate enough to find in my public library a copy of the first edition of the publication *Automobile Quarterly*, in which I saw Saalburg's work for the first time.

I was around 10 years old, and in those wonderful works I saw a more refined and sophisticated world than I could have imagined. The smartly dressed men and women rendered with those incredible cars, set in such perfect places, made an impression that greatly influenced my sense of what life could be. Perhaps there still is a place in our harried world for that same elegance so well captured in Saalburg's works.

In this regard, I cannot help but wonder if your magazine, with its rich photography of great cars, may be helping to pass on that torch of elegance and beauty to the next generation. God willing, I believe it will. Keep up the good work.

Louis Genatossio
Via email



Lincoln features in Saalburg's elegant work



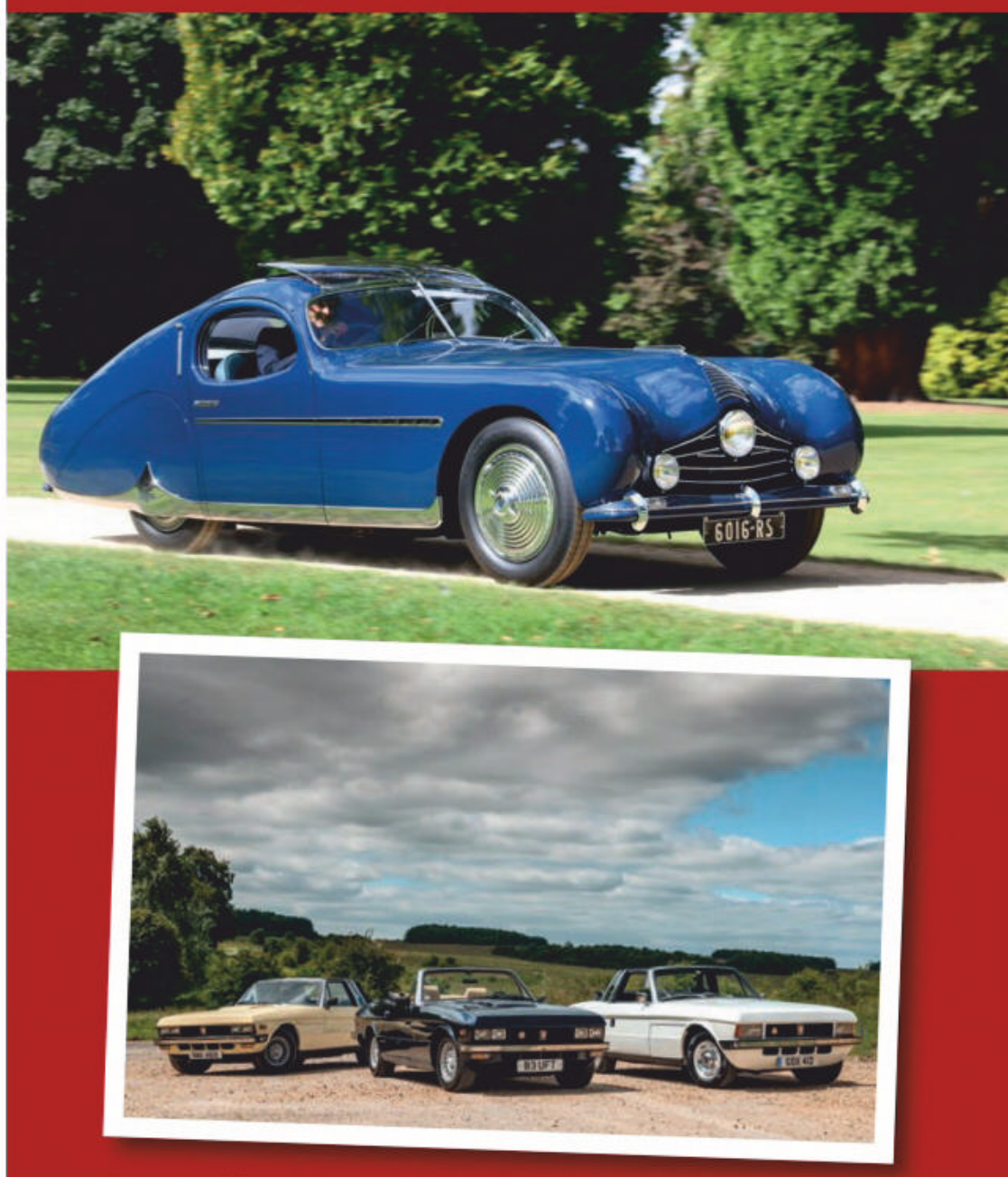
Linford's father traded an Escort 1.1 Deluxe for the 'space age' R16

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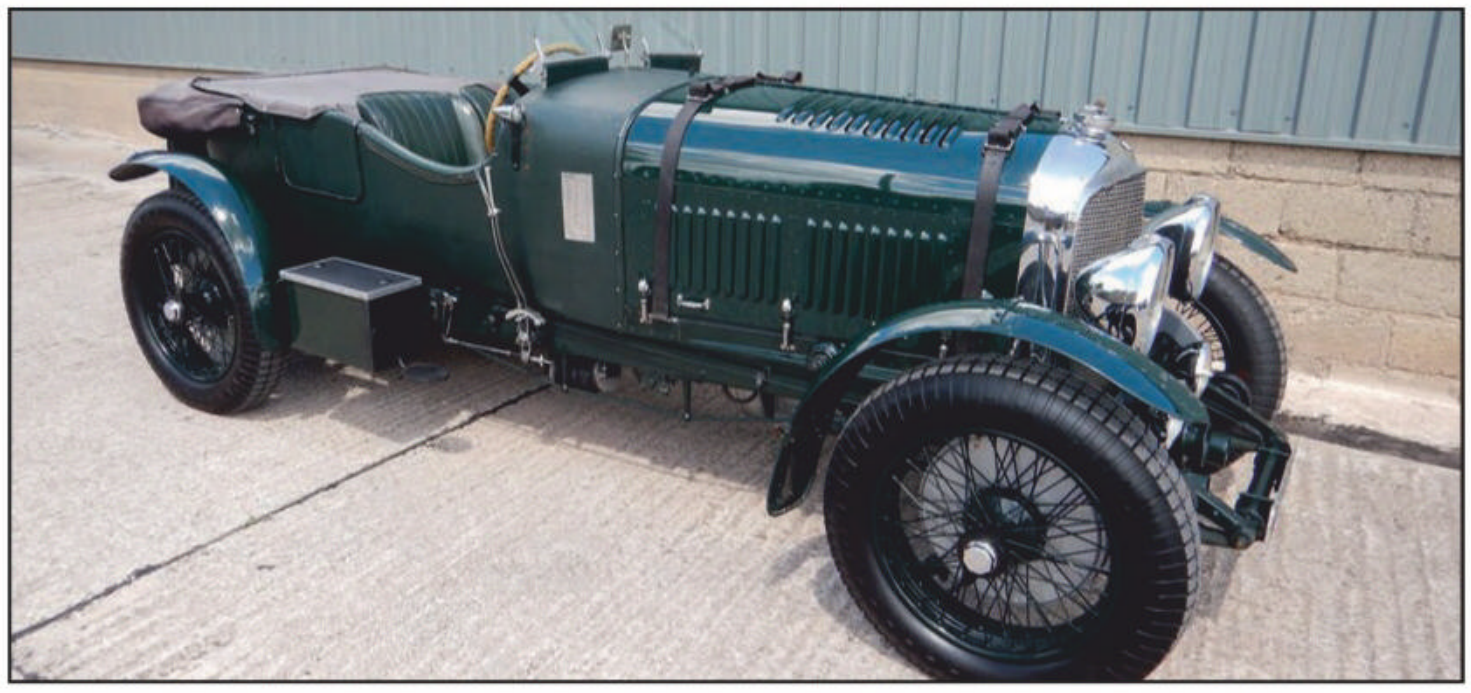
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Superbly restored and finished in its original factory livery of Cardinal Grey with red hides, this DB4 from the first production series, is simply one of the best of its type, accurately described as being in 'Concours condition'. Restored over many years by respected marque specialists, with less than 5,000 miles completed since, this matching numbers DB4 is one of just 150 produced with the original front opening bonnet and frameless side window configuration.

We are delighted to present for sale this superb Series 1 DB4, born in January 1960 and supplied to its first Surrey based owner, beautifully presented and complete with its comprehensive history file, from a renowned collection of exceptional cars.



1961 Aston Martin DB4GT £POA



1988 Aston Martin V8 Zagato (LHD) £POA



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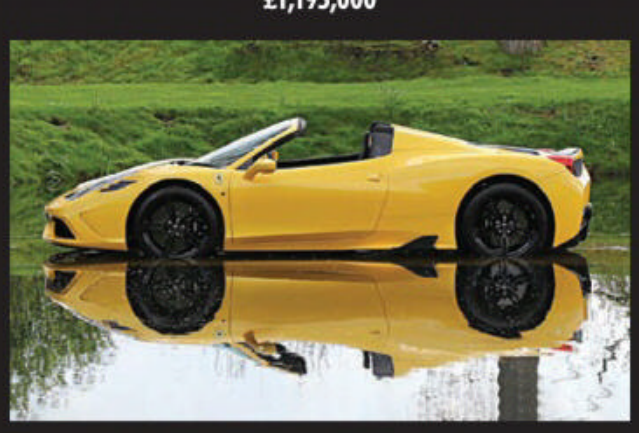
14 PORSCHE 918 SPYDER WEISSACH PACKAGE
Colour To Sample Pearlescent White With Garnet Red Leather
6,000m
£1,195,000



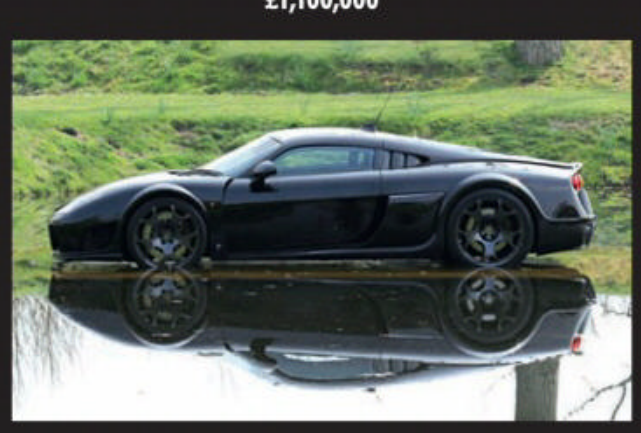
64 McLAREN P1 VAT QUALIFYING
Supernova Silver With Carbon Black Alcantara
5,600m
£1,100,000



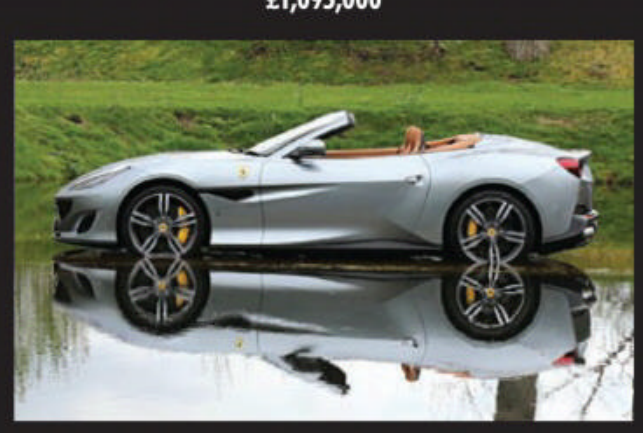
1990 FERRARI F40
Rosso Corsa With Rosso Cloth
11,000m
£1,095,000



15 FERRARI 458 SPECIALE APERTA
Giallo Triplo Strato With Nero Alcantara
1,500m
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66 NOBLE M600
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4,000m
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15 FERRARI 458 SPECIALE
Bianco Avus With Nero & Giallo Alcantara
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53 FERRARI 360 CHALLENGE STRADALE F1
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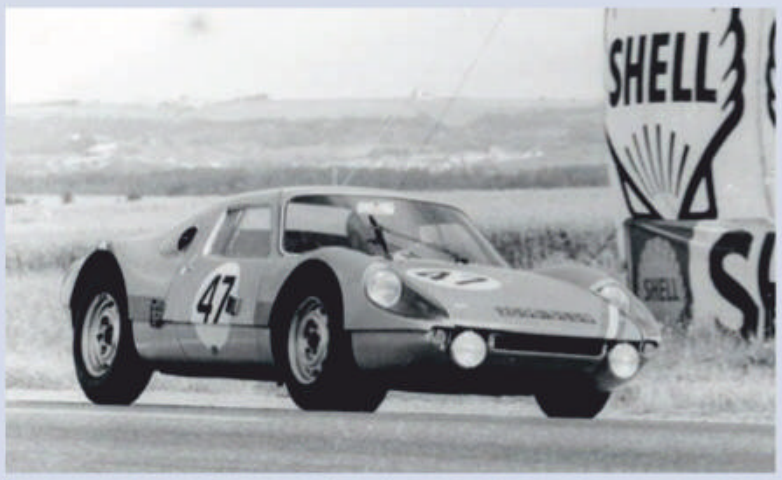
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PORSCHE 904 - 083

1964
Matching numbers
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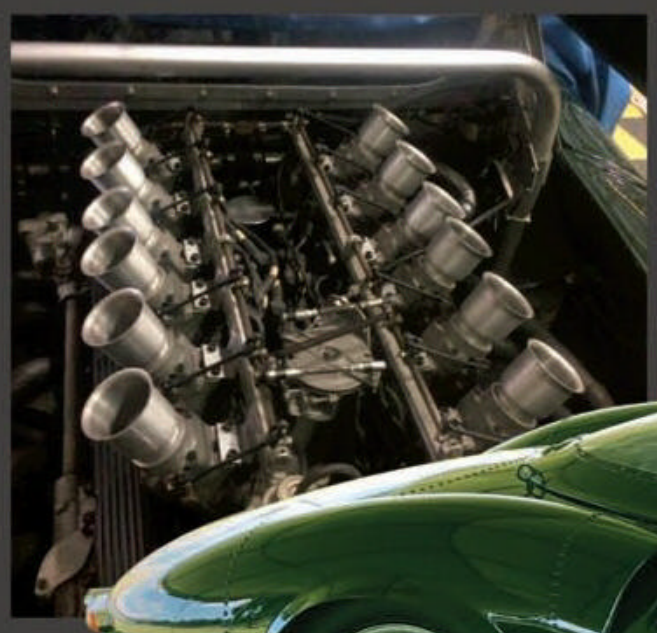






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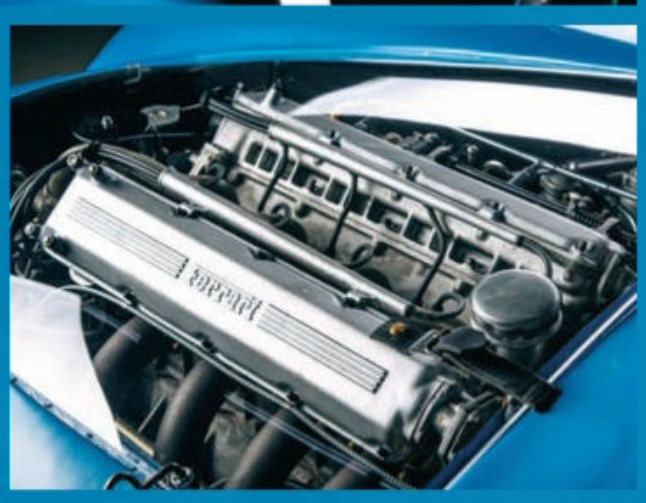
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Matching numbers, engine number 82389 (this has the rare Super engine with 75 hp.) The body is by Drauz (“D” stood for Drauz). The paint code is 5704 Ivory (pretty close to the current color). Comes with full bumper over-riders, top, tonneau cover, spare tire, hand book and some records. It is reported the car had three owners (father, son and one previous owner). Currently registered for road use and runs strong. Also comes with the old small California Pink Slip which indicates a Black Plate number when it was issued. However, the plates changed during a move but title remains the same. It has an older paint job and older re-done interior, original battery box and floor pans which are in solid condition. They only made 1328 of these cars and less than half are documented to exist today (they made 4000 speedsters over many years), this car is even more rare as it has the original matching Super S engine and the 24th car built in 1958 out of 385 produced that year (one of the rarest Porsches). Restored examples go for half a million+ but one never knows what their true condition was before restoration. This “D” reflects a fairly unmolested condition for being a 58-year old car. $245,000 USD

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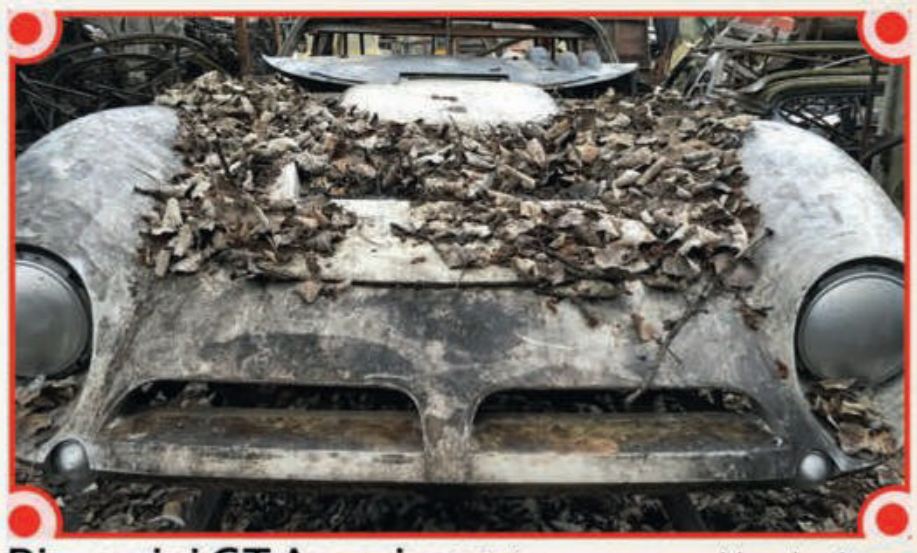
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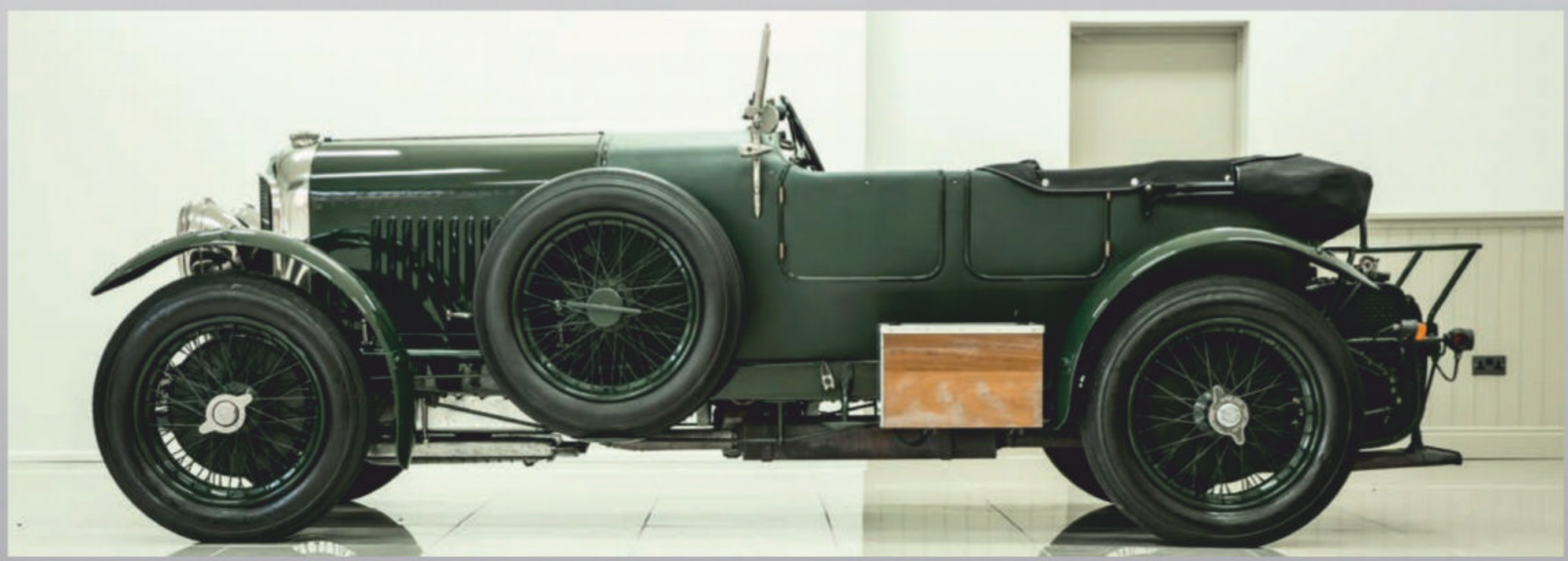
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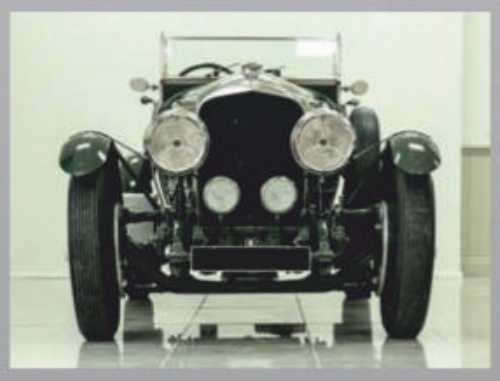
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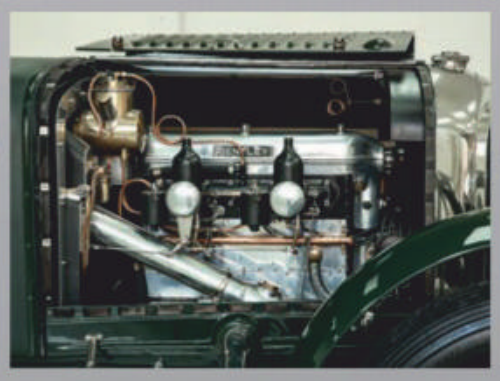
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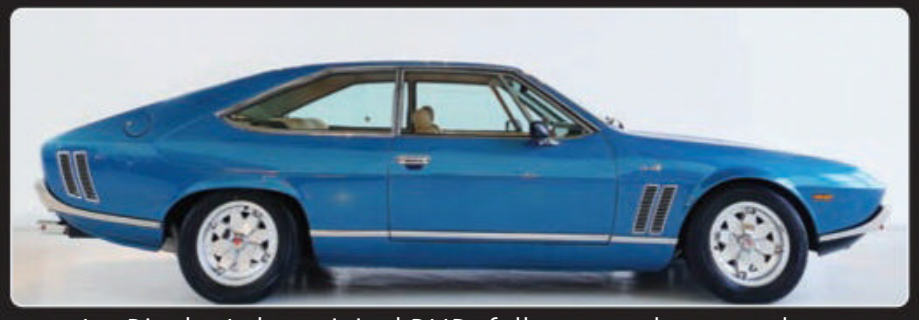
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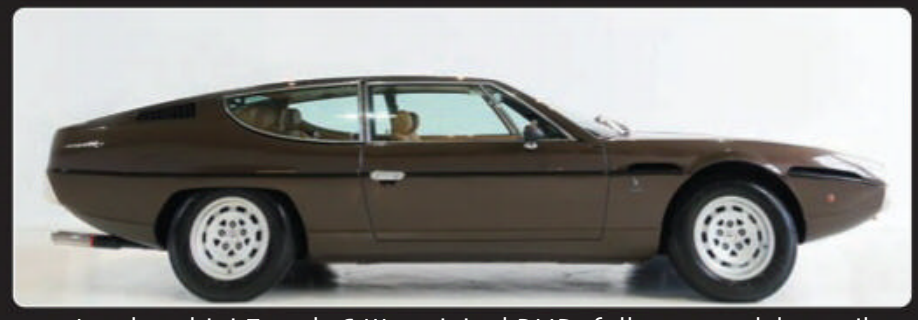
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1988 Porsche 911 2.7 RS Recreation - air con, electric windows


1976 Ferrari 365 GT4 BB - AUS del., one of only 88 RHD cars, superb


1970 Iso Rivolta Lele - original RHD, fully restored, very early car


1977 Lamborghini Espada S III - original RHD, fully restored, low miles

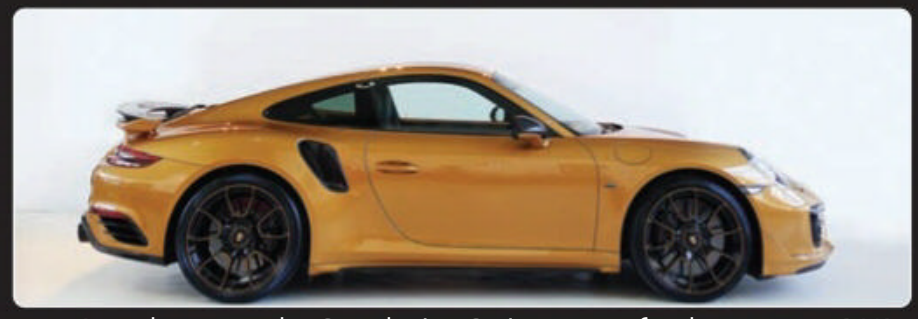

1984 Mercedes-Benz 280 CE - immaculate, lots of factory options

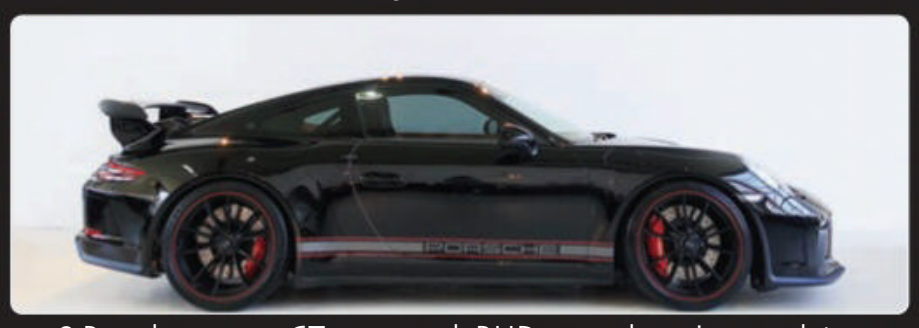

1954 Austin Healey BN1 - AUS del., match. numbers, 100/4 Le Mans

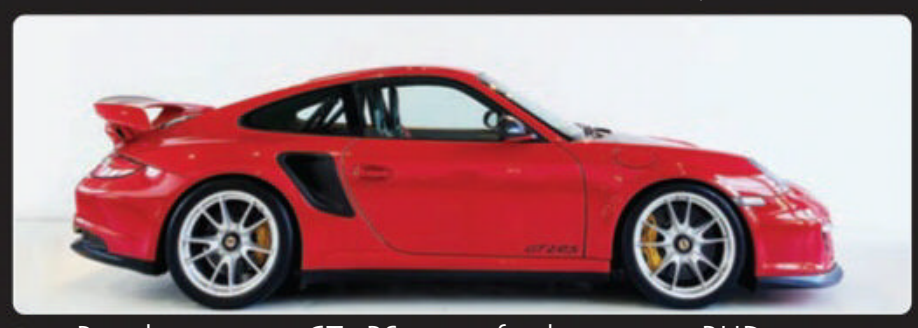

2011 Ferrari 599 GTO - one of 599 cars built, Rosso Formula 1


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Lamborghini Miura P 400

Alfa Romeo 2600 Spider
1962 grigio argento/nero

Ferrari 212 Export Vignale Berlinetta
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Ferrari 250 GT Pininfarina Coupé
1960 rosso/nero

Ferrari 250 GT Cabriolet Serie II
1960 argento/rosso

Ferrari 250 GT Cabriolet Serie II
1960 grigio conchigla/beige

Ferrari 330 GT America
1964 blu scuro/blu scuro

Ferrari 275 GTB/2 Longnose
1965 celeste/rosso scuro

Ferrari 275 GTS
1966 argento/nero

Ferrari 275 GTB/4
1967 grigio argento/nero

Ferrari 330 GTC
1967 azzurro/nero

Ferrari 330 GTC
1967 azzurro/beige

Ferrari 365 GTB/4 Daytona Plexi
1970 giallo/nero

Ferrari 365 GTS/4 Daytona Spyder
1971 rosso/beige

Ferrari 246 GT Dino L-Serie
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Ferrari 365 GTB/4 Daytona
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Ferrari 365 GTC/4
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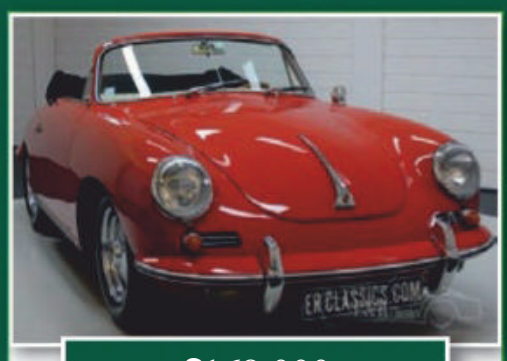
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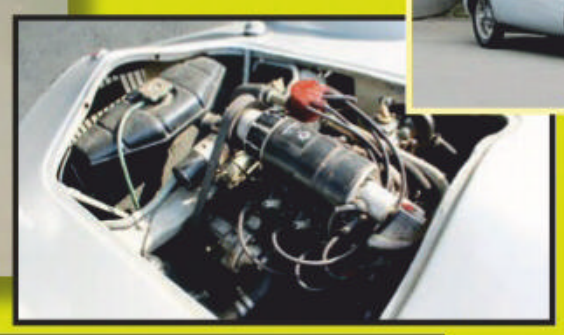
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Ahead of James Bond's return, this is the story of 007 and Aston Martin, celluloid's most enduring partners in crime-fighting

WORDS **RICHARD HESELTINE** PHOTOGRAPHY **OLGUN KORDAL/MOVIESTILLSDB/GETTY/IMCDB**

The orange projectile looms large in the rear-view mirror. It's a McLaren, and it's being driven with gusto. It must be Ernst Stavro Blofeld, or one of his murderous henchmen. No matter, you have a licence to kill. Well, strictly speaking, it's a TV licence, but you have a vivid imagination. In reality, you know perfectly well it isn't gun-toting wrong 'uns that will kill you – it's high cholesterol and checking your text messages while crossing the road – but back in the unreal world, you're spoiling for a rumble. Yes, an Aston Martin DB5 is geriatric in comparison to a bleeding-edge hypercar, but remember that time you bested Xenia Onatopp's Ferrari F355 on the mountain roads above Monaco? You can do this.

Actually, you can't. It turns out the fuel gauge works after all, and we're running on fumes. The chap in the McLaren waves in solidarity before disappearing into the distance. This never happened to the other fella. But then you're not James Bond. No, you're the idiot stranded on a test track in Surrey of a Wednesday wondering where the fuel filler cap release is located.

When confronted with a DB5 resplendent in Silver Birch, it's hard not to look on in a state of emotional arousal. When that DB5 is accompanied by four of its descendants from the Bond canon, the impulse to romanticise is heightened all the more as memories of watching 007 on screens big and small blend and blur. Never in motion-picture history has a fictional character been more closely associated with a brand, and that connection has helped maintain Aston Martin's standing on the world stage.

When the DB5 was ushered in at the 1963 British International Motor Show, the reflective glow of on-track success was starting to ebb. Into the breach stepped a new breed of Aston-driving righter of wrongs, and it wasn't a comic-strip


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Clockwise from main: 007 links add to the allure of gorgeous shape; DB5 has starred in eight Bond films, here *Thunderball*; dash apes grille shape; glorious Tadek Marek-designed 'six'; classic wires; famous badge

superhero. James Bond was flawed; a blunt instrument, but a suave one at that. What's more, he was British to the core, a protagonist who in time would be played by Englishmen, a Scot, a Welshman, an Irishman and an Australian.

The storybook Bond was first introduced to Aston Martin in *Goldfinger*. He was provided with a 'battleship grey DB III' by the secret service. Except in reality there was no such model, the assumption being that author Ian Fleming was referring to a DB MkIII coupé (see p116) as opposed to a DB3 sports-racer. In the 1964 movie adaptation, however, 007 was armed with the latest DB5, loaded to the gunwales with gadgets courtesy of special-effects guru John Stears. While the first film in the series, *Dr No*, had been a huge success, the second instalment caused a furore.

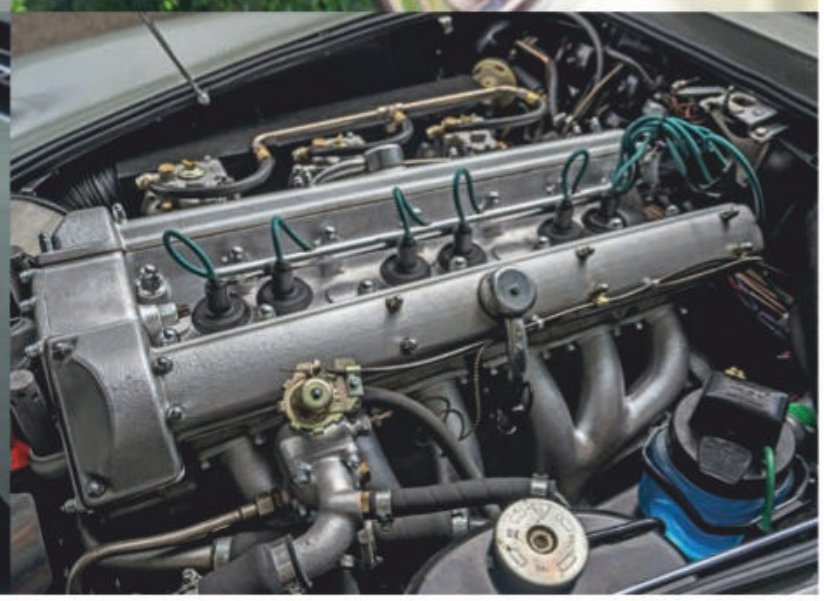
'Our' DB5 Vantage, fresh from restoration at Aston Martin Works, doesn't come equipped with an ejector seat and assorted armaments, but it is a work of singular beauty. That said, it's the cabin that feels particularly special. While the Federico Formenti-penned outline was of its time, the ambience inside is redolent of a different era. It could easily be from an earlier decade, the classic white-on-black Smiths instruments clustered in the signature fascia that mirrors the outline of the radiator grille. There are levels of comfort and civility here that befit a proper GT.

Autocar recorded 43mph in first gear and 66mph in second with a, cough, 'media-friendly'









Vantage-spec DB5 in 1964. Driving somewhere south of ten-tenths, you can still make satisfying progress. The 3995cc straight-six sounds glorious, thanks to its twin-cam induction roar, and it has plenty of torque. It's relaxed pulling from low down the rev range, which is for the best because you cannot hurry the ZF five-speed gearbox. The clutch is on the heavy side, too, as is the steering at low speeds. It loads up accurately on fast sweepers, but in tighter bends inputs are transmitted via your shoulders rather than your fingertips. It's a physical car to drive, but a captivating one, nonetheless.

So is the DBS, but for different reasons. By the late '60s there was a new Bond, as Sean Connery made way for used-car salesman turned model George Lazenby. Aston Martin, meanwhile, had undergone a metamorphosis of its own. When the DB6 was announced in 1965, its replacement was already in the throes of creation. However, styling partner Carrozzeria Touring was bleeding red ink and would soon founder.

Touring's misfortune would prove a career-maker for stylist William Towns, who was instructed to follow the brief for a three-car range: a standard-length fastback (the DBS), a short-wheelbase coupé and a stretched four-door. Given the go-ahead in autumn 1966, the Midlander had a year in which to perfect the outline for the former. A prototype was up and running by July '67, the first of the DBS breed being given the firm's enduring straight-six until the new V8 came on stream. A role in a Bond film for this latest strain of Aston was a PR boon.

While Lazenby's performance in *On Her Majesty's Secret Service* was mauled in period, it has been critically reappraised in recent decades. He certainly mastered walking and talking without falling over, even if his decision to decline a





Sleek shape by William Towns signalled a new era for Aston. Inset: George Lazenby takes the role for *OHMSS*. Above, clockwise: clean, spacious cabin; early cars had triple-carb 'six'; vent gills in rear pillar

‘Like fiction’s most celebrated secret agent, Aston Martins represent a world that is alien to most but nevertheless embraced’



Vantage chases its Towns-styled DBS predecessor. Left: the full Bond Aston collection, less the super-rare DB10, is soon to be added to with the Valhalla

seven-picture deal proved calamitous (the high-point of his post-Bond career was a role in the *Emmanuelle* franchise). And though appearances of the gadget-free DBS were fleeting, its scenes in *OHMSS* bookended a narrative that begins with a suicide attempt and ends with the most downbeat finale in the Bond firmament.

'Our' DBS Vantage, in Bond-spec Olive Green, represents a heady blend of British sophistication and muscle-car brawn (Towns admitted to having been influenced by Detroit fare). Inside, it's a world away from prior DB Astons with its rocker switches and deep-dish steering wheel. On the move, the DBS feels big – even if by modern standards it's positively dainty. It sounds sublime under load, too. The familiar 'six' emits an aggressive bark from the back pipes that can only be blue-blooded. The car's heft is all too obvious and the dog-leg five-speeder is lethargic, but the ratios are near perfect and the power-steering is light, with decent feedback through the wheel. The ride is firm without being harsh, too. It's an urbane GT in the truest sense, and it's utterly beguiling. So much so that you're no longer running laps of a tree-lined circuit in the south of England. Instead, you're chasing a Mercury Cougar along the Estrada do Guincho at dusk in pursuit of a beautiful, but troubled, countess.

The DBS V8 was belatedly launched in September 1969, but the sale of the firm to Company Developments in late '71 inevitably brought with it changes. The DBS tag was a casualty as the new keepers sought to exorcise the link to previous owner David Brown. Through seemingly endless turmoil, the 'Towns' Aston lived on until 1989 when it was finally replaced by the Virage, but not before it made one final appearance as a Bond vehicle.

After Lazenby's departure, his replacement Roger Moore went through 007's 'Lotus period'. The fourth official Bond, Timothy Dalton, was a more caring, sharing – and less bed-hopping 007 – but a few genre staples remained. Nevertheless, the decision to use an Aston came late in the day. As such, there were inevitable problems sourcing vehicles (as many as 11 were used during filming, some of them mock-ups). At the beginning of 1987's *The Living Daylights*, the car is introduced as a V8 Volante. It subsequently appears inside Q-branch being 'winterised' (being kitted out with a roof). In a later scene, the V8 sprouts skis, missiles, rocket propulsion and the mother of all kill switches…

Up close, this unarmed 1984 Vantage looks suitably menacing with its blanked-off grille and deep front spoiler, although 'purposeful' may be more apposite. Inside, it's all burr walnut, burgundy leather and comfort, albeit with a few ergonomic quirks. Despite the wood and hide, this is no lounge lizard. It weighs in at around 1780kg, but it's still brutally quick. In period, *Fast Lane* rocketed the demonstrator from rest to 100mph in 12.2 secs. Without trying too hard, forward thrust nevertheless seems relentless. The classic 5340cc bent-eight is smoothness itself, even if the gearchange is slow-witted.

The power-assisted steering here is superb, though, with plenty of feel through the thin-rimmed wheel. That said, you are always aware of the car's bulk. It grips well, even if the enormity of the tyres inevitably leads to a degree of bump-thump over calloused asphalt. There is plenty of body roll but it doesn't feel skittish, at least in the dry. It changes direction faster than you expect, too, though you could never accuse it of being nimble. Great fun, but never nimble. If rumours are true, the 'Towns' Aston is also to make a comeback as 007's wheels of choice.

Pierce Brosnan's fourth and final appearance as Bond in *Die Another Day* heralded the emergence of a new breed of Aston. Project Vantage wowed visitors to the '98 North American International Auto Show, and the production version of the Ian Callum-styled V12 Vanquish emerged at the 2001 Geneva Salon. It boasted the first carbonfibre crash structure to meet worldwide regulations, mated to the aluminium extrusions and sheet metal that formed the body. The car's 5.9-litre engine was borrowed from the DB7 Vantage, but with what insiders called a 'second-generation' makeover. It produced 460bhp at 6500rpm, plus 400lb ft of torque at 5000rpm.

Autocar said it was 'Britain's finest supercar this side of a McLaren F1'. With a claimed top speed of 196mph, and 0-60mph time of 4.6 secs,

FIVE TOP BOND BADDIES' CARS

LASALLE HEARSE

It was once the norm for movie cars to fall off a cliff and, if it was an exotic, chances are it would be swapped for something cheaper that looked similar. But a '39 LaSalle hearse? In *Dr No*, Bond's Sunbeam Alpine is chased up and down Jamaica's Blue Mountains by the 'Three Blind Mice' in just such a vehicle, only for it to morph into a funereal Humber as it exits the road.



ROLLS-ROYCE PHANTOM III

Goldfinger remains one of the great Bond films, with Auric Goldfinger (Gert Frobe) the prototype super-villain. But not for him some super-exotic. No, he had a Rolls-Royce with Barker Sedanca de Ville body and a chauffeur, Oddjob, who could do awful things with a razor-edge bowler hat. The Rolls was said to be made of gold, to be melted down after being smuggled abroad.



DUNHAM CORVORADO

Surely the most grotesque car to appear in a Bond flick, the Corvorado in *Live and Let Die* featured a gun sited in its driver's door mirror, which put a crimp in Roger Moore's safari suit as he suddenly found himself in a car steered by a dead man. By Dunham Coach of New Jersey, the Corvorado clothed a Corvette chassis with Cadillac Eldorado panels; seven were made.



AMC MATADOR

The Man with the Golden Gun was a lesson in product placement from AMC. Bond steals a red Hornet from a Bangkok dealership to chase multi-nippled assassin Francisco Scaramanga (Christopher Lee). Cue *that* corkscrew jump before Lee's AMC Matador coupé sprouts wings to turn into a plane. (Spoiler alert: it was in fact a radio-controlled model.)



JAGUAR C-X75

The tragically stillborn Jaguar C-X75 made a surprise appearance in the 24th instalment of the franchise, *Spectre*. Aside from the fact that the car only ever existed in prototype form (the vehicles used were clones), you had to suspend disbelief that killer and man mountain 'Mr Hinx' (wrestler turned actor David Bautista) could even fit in the car, let alone drive it.



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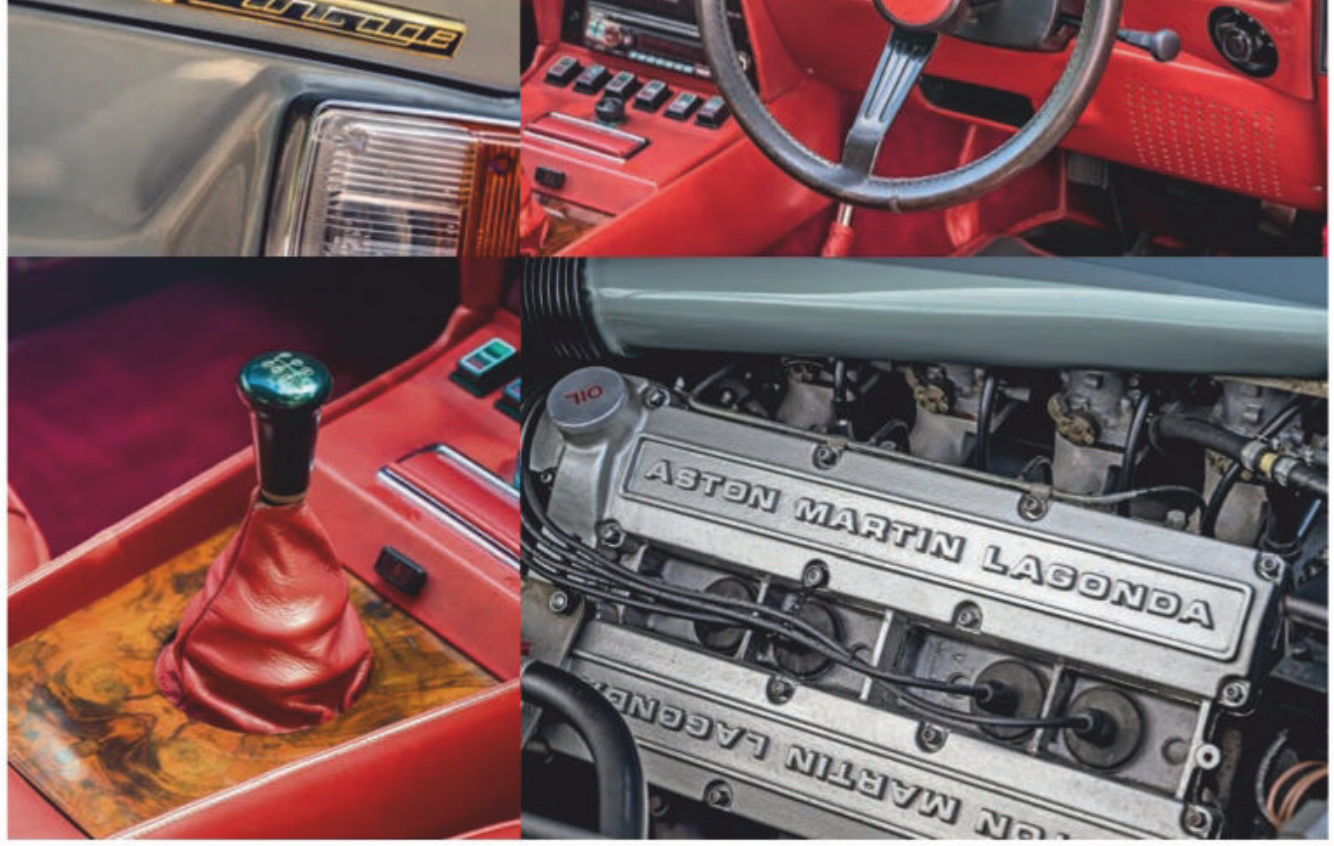
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Clockwise from main: aggressive bespoilered nose; Aston dispatches chase Ladas in *The Living Daylights;* heavily updated cabin; mighty V8 offers 400bhp; slow 'box; Vantage promises quad Webers

there was little to touch it in its segment, but Aston Martin wasn't done. The Vanquish S emerged at the 2004 Paris Salon with discreet styling tweaks and a hike in power to 514bhp, making it a genuine 200mph proposition. At no point, however, did Aston officially offer 'adaptive camouflage'. In a nod to Bond's DB5, the film version also boasted front-firing rockets and an ejector seat; 007 used the latter to great effect when he needed to right the ship after his car was tipped onto its roof on a frozen lake.

Meanwhile, back in Surrey… The Vanquish hasn't lost the ability to thrill. This 2003 example is epically quick for something weighing 1845kg, but that's not the surprising bit. That the Vanquish copes so well with changes of camber, direction and elevation is remarkable. Turn-in is ultra-precise, the speed-related, power-assisted steering being light at dawdling speeds but firm enough when it matters. The fly-by-wire paddleshift set-up works well when up and running, albeit with a slight 'ker-klunk' between changes when worked hard. The familiar knot in the stomach feeling you get when driving something really quick kicks in the moment the exhaust bypass valves open. It's intoxicating.

The arrival of Daniel Craig for *Casino Royale* in 2006 brought with it a change of direction. That, and a new car. In much the same way as the Bond franchise got a *24*-nodding, *Bourne*-winking reboot, Aston's new flagship acknowledged the marque's past without getting bogged down





After the wilderness years, when Bond drove German, the Vanquish was a return to form. Inset: Zao's Jaguar XK chases 'invisible' Aston. Below: cabin dips into Ford parts bin; V12 was loosely based on two Ford V6s

in historical reference points. The first model styled under Marek Reichman, the DBS V12 borrowed cues from the DBR9 and DBRS9 GT racers. Despite the lack of warpaint, the Le Mans orientation is palpable, not least in the front splitter, bonnet vents and aggressively bulging haunches. There is no olde-worlde charm here.

That isn't to say there isn't an element of craftsmanship: the 6-litre, 48-valve V12 was assembled by hand, and produces 510bhp at 6500rpm. Despite abusing the scales at 1696kg, the DBS sprints to 60mph in 4.3 secs and on to 191mph if the factory figures are to be believed – and there's no reason not to. If nothing else, the DBS is certainly capable of outrunning Alfa Romeo 159s, as in *Quantum of Solace*.

With its undulating leather and Alcantara upholstery, brushed-aluminium centre console and chrome-laden switchgear, the DBS represented the essence of contemporary chic when it entered production in 2007. Upon inserting the 'Emotion Control Unit' (yes, really), a software-controlled blip signals your presence. Equipped with Aston's Touchtronic transmission, gear swaps are immediate and barely perceptible, and there's no driveline shunt when crawling.

This is patently a *gran turismo* yet it steers with alacrity and the ride quality proves reasonably supple despite the massive 20in rims and ultra-low-profile rubber. Play around with the DSC settings and it requires a certain degree of provocation to get it to do anything unruly. That, and bravery. This is a big car and, once it gets jiggy, you will need 007's skillset to tame it.

When all is said and done, you could argue that James Bond is a venerable but irrelevant remnant of the past, yet that is to miss the point. 007's spell has never diminished. The same is true of Aston Martin, which, like fiction's most celebrated secret agent, represents a world that is alien to most but nevertheless embraced by the wider populace. These days, Bond driving anything other than an Aston seems unthinkable. So much so that the DB10 used in *Spectre* was built specifically for Bond (see panel).

As to which of our Astons is the finest, it's like arguing who was the best Bond. What is incontrovertible is that Connery set the template. Similarly, every new Bond Aston – including the Valhalla, which is due to appear in next year's *No Time to Die* – will be measured against the most famous car in film history. The DB5 has appeared in eight Bond flicks spanning 55 years, plus guest roles in everything from *Cannonball Run* to *Return of the Man from U.N.C.L.E.* (which also featured a cringe-inducing cameo from Lazenby). Its maker has even announced plans to produce 25 replicas: the appeal of Bond's DB5 – like 007 himself – is unperishable.

Thanks to *the Aston Martin Owners' Club (www.amoc.com); Hexagon Classics for the V8 Vantage (www.hexagonclassics.com); Aston Martin Works for the DB5 (www.astonmartinworks.com)*





From top: interior feels more bespoke than Vanquish; DBS name revived for new flagship; storming V12; Alfa pursues battered DBS in *Quantum of Solace*; aggressive super-GT

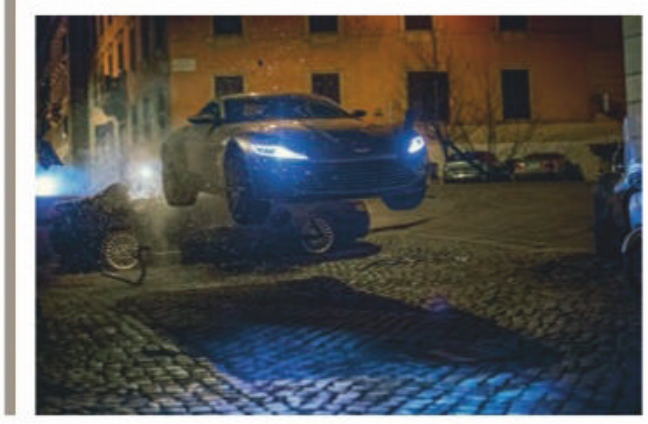
DRIVING THE DB BUILT FOR BOND

James Bond's only bespoke car was a rebodied 4.7-litre Vantage with, at the insistence of *Spectre* director Sam Mendes, a manual 'box included. I say 'a' Vantage, but in fact 10 were made for the film and its promotion, and turned into everything from sacrificial stunt units to flawless hero cars. None was registered for the road, which meant driving the DB10 required a private test track.

It looked stunning inside and out, though on closer acquaintance it wasn't hard to spot that what you were looking at was a film prop, not a production car. Neither the windows nor the boot opened, and if you wanted to turn off the traction control you had to go ferreting around in the passenger footwell to find the switch.

But it drove as you'd expect. I even recall strapping some timing equipment to it to test my theory that, with more traction from fatter tyres and a lighter, all-carbonfibre body, it would actually be quicker than the Vantage from which it was derived. Fat chance: it also had a slightly slipping clutch and an inoperative rev-counter, so gearchanges had to be timed by ear. That and the fact I was driving a very rare and special car with a value best expressed in millions meant that I was rather gentler on it than I would be a production car. Even so, the 5.7 secs 0-60mph time achieved was so far from the 3.2 secs claimed for the car in the film, I wondered whether even if I'd been brutal it would have managed the 4.6 secs recorded by the Vantage.

No matter – it was a privilege to drive and fun, too, because no one tried to limit what I did in it at all. But once I'd determined it was aerodynamically stable beyond 150mph and slid as easily as any other Vantage, I thought it best to give it back. Incurring the wrath of Q-branch by bending it was not a proposition I was prepared to countenance. **Andrew Frankel**





Smooth styling inspired new Vantage. Above: DB10 escapes Jaguar C-X75

WHEN CORGI STRUCK GOLD

Behind the scenes of the making of the most famous toy car, Bond's Aston Martin DB5 from *Goldfinger*

WORDS **GILES CHAPMAN** PHOTOGRAPHY **JOHN BRADSHAW**





Clockwise from left: gold paintwork matched the name if not the car in the film; special display stand and spare baddie; creators (l-r) Richards and Marshall

In October 1965, a 4in-long model car became the very first Christmas block-buster toy, causing retail frenzy among parents desperate to get hold of one.

The Corgi Toys replica of James Bond's Aston Martin DB5 from *Goldfinger* was made by Mettoy, the brand's parent, at its Swansea factory. The clamour led to workers' shifts extending late into the night, with lorries on standby to deliver by morning.

The factory could produce about 10,000 daily, each with 28 components. Fiddly assembly by hand was the only option. The cars were sprayed in gold enamel, rather than the authentic silver, which was perceived as unpainted and unworthy of the 10-shilling price. Regardless, it suited the smash-hit's title. The frazzled production line (almost entirely female, chosen for their nimble fingerwork) got 750,000 into shops before Christmas Eve. But that was only the start: almost four million had been sold by 1970.

Improbably, the world's most famous toy car almost didn't happen at all. And but for the skills of these two men, reunited today, its joyful, action-packed features could never have sprung to life. John Marshall and Tim Richards worked in Mettoy's Northampton design centre, where every new Corgi diecast car, lorry, bus, tractor and more took shape. Marshall started there as a pattern-maker in 1961, following a spell designing moulds for plastic 00-gauge train kits.

"My first job was designing a plastic roof for a horsebox," he says. "But I loved experimenting; I designed a lorry with a working tail-lift in 1962



and, although they never made it, it got the attention of [Mettoy founder] Philipp Ullmann."

Richards, meanwhile, had been to art school and held several exhibitions of his sculptures when Mettoy spotted his talents: "I kept saying 'no, sorry, I'm an artist'. It was 1959 and I was all black polo-necks and French cigarettes! Eventually I succumbed because they offered me a great career opportunity, plus art-school outplacement. I was good with Plasticine, so suddenly I was making wax originals for squeezy baby toys, things like that. Shortly afterwards, Mettoy switched to making vinyl footballs so they shuffled me into the design department of Corgi."

On the second floor of the Mettoy building there were two identical workrooms, with tight security to thwart industrial espionage from rival firms. The pair worked in the sample room, while the drawing office next door was run by Marcel Van Cleemput – the self-styled 'Mr Corgi'. He oversaw every issue from 1956 until 1983 and tended to take the credit for the entire design output, to the chagrin of the shopfloor. "He was definitely self-promoting," says Richards.

Marshall agrees: "You'd think Marcel was the only one who worked there." Their feelings are justified where the Aston was concerned.

Mettoy heard about the car three days before *Goldfinger* opened in September 1964. Four pictures of the DB5 with Sean Connery in the film were printed in the local Northampton paper, and Van Cleemput left a copy on the desk of Corgi head Howard Fairbairn with a note that read: 'Something we should get on to quickly.'

The usually bullish Fairbairn was unmoved, feeling it would be too complex. However, as the film's global success rocketed, he knew he had goofed. At a hastily convened meeting in early January, Mettoy top brass said they simply must do the car, and the three key features of the full-size DB5 were essential: the ejector seat with a flip-up roof panel, a pop-up bulletproof rear screen, and front bumper overriders that sprang out along with concealed machine guns.

"They suddenly said 'yes' and all hell broke loose," Richards recalls. "The film was already out and they'd really dragged their heels on it. We already had a DB4 in the range and I had to modify that into a DB5 and make a resin mould mega-quick. It was a botch job, to be honest."



Clockwise from main: the ejector seat and gadgets were tested more than 20,000 times; exhaust-activated shield; concealed machine guns; clever box design; Richards and Marshall pore over their legacy from decades working for Corgi

There was no time for the usual modelling process involving painstaking drawings, beautiful 1:12-scale masters in hardwood, resin casts, and accurate reduction by pantograph to produce the moulds for diecasting.

Meanwhile, the task of engineering the internal mechanisms fell to Marshall: "I got the car functioning in a week. That's when they gave it the go-ahead – I kicked it off, really. I cut the aperture in a DB4's roof and figured out how to do the ejector seat. Plastic slides would wear out in a week, so I made an arm and bearing across the back-seat moulding, on two pins in a bearing housing. It was frictionless, and incorporated a butterfly spring in the release."

To open the roof and trigger the ejector seat to jettison Bond's adversary, Marshall positioned a tiny release button under the Aston's sill. There was a similar control to deploy the concealed machine-guns, while the pop-up bullet shield in the boot was activated by pushing in the exhaust pipes. Corgi management had to be convinced the miniature mechanisms were strong enough to withstand being played with relentlessly.

"I built my own test rig," he explains. "I settled the car tightly in a kind of nest, and then positioned just above the roof an electric motor from a shop-window display turntable, which rotated an arm at about 4rpm. I made the arm like a simulated aircraft undercarriage leg: as it came round it brushed the sprung roof to close it, resetting it, and a slight extension of the shaft hit a spring-steel strip flicking the button. The cycle lasted 15 secs and ran 20,400 times before failing."

About 30,000 man-hours went into the design of the toy, while the tooling cost £45,000.

The ever-smiling Van Cleemput received the plaudits, but Marshall's name was attached to eight Mettoy patents: "It was a good grounding for an engineer because you needed to come up with things that were cheap, easy to assemble and reliable. Because there was a huge production run, development costs were negligible; we'd be making millions. So you could come up with neat ideas and the company would say yes."

'Bill Baxter told the *Daily Mirror:* "We have doubled production but many children will not be able to get one for Christmas"'

Corgi's first involvement with moving-image merchandising had been straightforward. Peter Katz, Mettoy's regional sales manager for Scandinavia, was talking to a Swedish wholesaler one day when he asked if there was anything Corgi could do for the territory that would boost sales. He was told: "Well, a popular programme in Sweden is *The Saint*, and he drives a Volvo P1800; can't you sell that as *The Saint*'s Volvo?"

Katz took the idea back to Northampton and Van Cleemput regarded the transformation as "a natural". The existing Corgi P1800 gained a white paintjob, *The Saint* 'stickman' bonnet decal and a tiny, plastic Roger Moore driver figure. Together with new box artwork and eager approval from ATV (although, according to Van Cleemput, no royalties were paid for a licence), the effect in 1965 was electric. The standard Volvo sold 315,000 examples in three years, but the *Saint* version shipped 321,000 in its first nine months, and went on to sell 1.2m. "I think I had a minor coup [with it] in my export sales days," recalled Katz. "It sold extraordinarily well."

The 'as seen on TV' tag was clearly an enormous draw among toy-car buyers, so Corgi brilliantly exploited the goldmine awaiting a successful collaboration with 007.

The car came packaged in a superb box with display stand and 'secret operating instructions', a 007 jacket lapel sticker and spare baddie. It hit the shops in October '65, a year since *Goldfinger* itself had opened, but still took the toy market by storm. Newshounds descended on the toy sections of department stores to report on the clamour. Mettoy advertising manager Bill Baxter told the *Daily Mirror*: "We never in our wildest dreams expected such phenomenal sales. We have now doubled production but many children will not be able to get one for Christmas."

The car won the inaugural Toy of the Year award from the National Association of Toy Retailers in 1966. But demand remained huge long after *Goldfinger* left cinemas. An upgraded edition was launched in 1968 with cleaner castings, an authentic silver finish, and a new feature









in the form of miniature tyre-slashers in the rear wheel centres. It sold more than 1.2m units and was in the Corgi catalogue into the early '70s.

Mettoy also added a James Bond Aston Martin to its smaller, pocket-money 'Husky' range, featuring a none-too-robust rendition of the ejector seat and selling for just 2s 6d. Among purists, it's a source of merriment because this was a modified version of the Husky series DB6, and so seriously inauthentic. But its very young owners probably didn't notice. Rebranded as a Corgi Junior in 1969 and in production right into the 1980s, several million were sold.

In 1977, Bond-car mania exploded once more when Corgi issued its ingenious model of the submarine Lotus Esprit, this time coordinated in advance in partnership with Eon Productions to hit the shops the week the film opened. At the same time, the company revived the DB5, complete with all its key gadgets. To match the Lotus, it was re-tooled at the bigger 1:36 scale of the latest Corgi Toys range – the original scale had been about 1:50. This edition alone surpassed one million sales and was still being made when Mettoy collapsed into bankruptcy.

In 1965, Marshall became the Corgi gimmicks guru almost overnight, and was soon given the title of initial project leader. His next major challenge was to mastermind Corgi's 1966 Batmobile. "Some of the ideas came from our bosses and some were mine," he says. "The sequential triple-firing rockets I achieved using a piece of spring steel with three 'fingers' on it: you operated it by flicking a thumbwheel. The chain cutter at the front was fairly straightforward. I thought up the plastic jet flame pulsing in and out at the back, simply because it would be fun!"

The Batmobile was even more successful than the Bond Aston, selling five million near-identical examples and helped enormously by *Batman*'s near-permanent place on Saturday morning children's telly of the 1960s and '70s.

But as *The Green Hornet* proved, the synergy wasn't always so sweet. "I'm afraid Mettoy truly got stung with that one," chortles Richards. "They went ahead with it, but the show never appeared on British television!"

Marshall was tasked with creating the customised Chrysler Imperial used by the masked crime-fighter as he graduated from comic strip to half-hour TV show: "In the comic it had a drone in the boot, and I spent a week experimenting. I thought we could mould it like a propeller, and when you opened the boot it would fly upwards. That proved a bit dangerous so we settled for a spring to flick a spinner out."

Both Marshall's and Richards' talents were required on Corgi's elaborate and clever Chitty Chitty Bang Bang in 1968, which cost £100,000 to design and tool and sold 776,000 in five years.

Concealed wings that popped out were called for, and Marshall rapidly devised the winning solution: a push on the sprung handbrake lever pinged them out. A team from Corgi visited the movie set at Pinewood Studios, and Richards recalls an issue with the film prop car itself.

"We had no idea what the bottom of the Chitty Chitty Bang Bang looked like," he says. "There was no reference, and it was the usual rush job." Indeed, no one could be proud of the car's underbelly; it was an unsightly Ford Zodiac floorpan roughly cut and welded to support the fake bodywork on top. So in one evening, a Corgi sculptor fashioned it to look like the underneath of a boat. "It was total fiction, dreamt up that night," says Richards.

Collectors today will find the imprint of our two Corgi veterans all over the company's much-loved and now-cherished 1960s and early '70s output. Richards, for example, sculpted the figures that came with the *Daktari* Land-Rover Safari set, while Marshall designed the 'Golden Jacks' system and take-off wheels, put firing mechanisms into model tanks, and sirens and water cannon into scale fire engines.

As the 1970s dawned, teenagers lost interest in diecast models. Computers and *Star Wars* would soon divert budding imaginations from toy cars. Fashions changed, and Mettoy was bust by '83. Richards left in 1972 to pursue his artistic ambitions, while Marshall remained to the bitter end.

"Everything seemed so glamorous in the '60s," he says, wistfully. Richards agrees: "You felt the energy of the time with Corgi."

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LIFE IMITATES ART

The AC Aceca and Aston Martin DB MkIII are bound not only by their hatchbacks, but by the creator of 007 himself

WORDS **GREG MACLEMAN** PHOTOGRAPHY **OLGUN KORDAL**


ROE 163



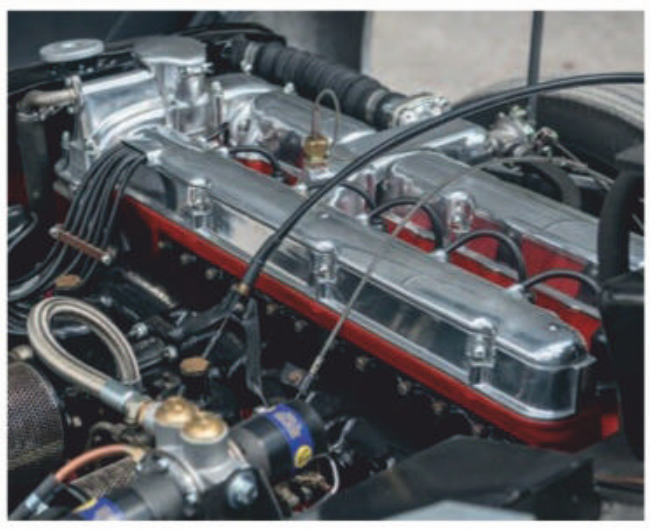
From the moment an Aston Martin DB5 first flashed across cinema screens in 1964, both car and maker became indelibly associated with the James Bond franchise. But while the DB5 was the vehicle that bound the two in popular culture, Bond’s enduring relationship with Newport Pagnell stretched back rather further, to a time when 007 existed only on the pages of Ian Fleming’s novels.

The earliest James Bond story, *Casino Royale*, was published in 1953, and in it Fleming’s lead man reflected the life of its creator: from his schooling at Eton and a decorated career as a Naval Intelligence officer to a deep love of all things automotive. That enthusiasm first manifested itself with a 1930 Bentley 4½ Litre ‘Blower’, but it wasn’t until 1959’s *Goldfinger* that Bond’s choice of transport made the transition from scene furniture to fully fledged character. When the film was released, its automotive star was to become an icon; but for the five years between the novel and the picture, however, the father of all Bond cars could have been very different.

Fleming presented the world of James Bond as a more polished and exciting version of his own, including exploits in the wartime casinos of Estoril and his love of golf; the sands of his own life became pearls with each keystroke. In *Goldfinger*, Fleming immortalised local Royal St George’s Golf Club pro Alfred Whiting as caddy Alfred Blacking at ‘Royal St Marks’, scene of Bond’s showdown with Auric Goldfinger; the arch villain borrowed his name from Ernö Goldfinger, a Modernist architect whose work Fleming despised and who sued the writer before settling out of court. And while Bond was issued a ‘battleship grey Aston Martin DB III’ in the book, just a few years later its author would take delivery of perhaps its closest rival: this very AC Aceca.



DB2/4 featured an all-new dash. Below: WO Bentley-designed ‘six’ was heavily revised by Tadek Marek. Above: familiar profile



Though the Aceca beat the DB MkIII to showrooms by a year, the Aston’s lineage goes back to the Frank Freeley-penned DB2 of 1950 and the early David Brown era. The DB2 had been transformed by the time Fleming started *Goldfinger*: first to the more practical four-seat, Vantage-powered DB2/4 in ’53; then a MkII redesign that in ’55 brought vestigial fins, new tail-lights and a more attractive front wheelarch swage line; and finally, in ’57, to the MkIII spec that would play a starring role in his novel.

The transition from DB2 to DB2/4 offered the greatest changes, with the roofline raised and rear cross-bracing removed to accommodate two extra passengers, while a redesign of the rear window gave access to the luggage compartment. It was retained for the final iteration, the MkIII’s

body being a product of evolution rather than revolution and most notable for its grille. Heavily altered in the image of the DB3S racer, it has influenced every Aston since.

Beneath the aluminium body lay a sturdy chassis and a much-revised version of the WO Bentley-designed DB2/4 'six', reworked by Tadek Marek with a new block, crank, intake and exhaust manifolds. Power was up from 140bhp to 162 (or 178bhp with twin exhausts, as here), while Girling front disc brakes were later standardised. The cabin featured an all-new fascia, which laid the instruments in front of the driver for the first time.

The Aceca traces its design to the open-topped Ace of 1953 – itself inspired by Ferrari's 166 Barchetta. Built on a lightweight tubular chassis with aluminium body panels and wood-framed doors, like the Aston the Aceca featured a hatchback-style rear. The most notable changes through its nine-year production life revolved around its powerplant. Early Acecas left Thames Ditton with AC's aged 2-litre ohc straight-six, but from '56 cars could be specified with Bristol's more powerful 120bhp 'six'. When that eventually became unavailable, in '61 it was replaced by the Ford 2.6-litre from the Zephyr, breathed on by Ruddspeed and available in five states of tune.

Entry-level cars featured a lightly reworked iron head, while as much as 170bhp was coaxed from the humble unit in top trim thanks to a trick Raymond Mays alloy head mated to triple Weber carbs. Meanwhile, the Ace had attracted the attention of Carroll Shelby, and the looming shadow of the forthcoming Cobra meant that just eight Ruddspeed Acecas were built; Fleming took delivery of chassis RS5506 in August 1967.

Despite their similarities, there's no escaping the fact that the Aston is the bigger machine, its higher bonnet and roofline contributing to a comparatively agricultural look. Both share a striking resemblance in profile, with a similar rear window treatment flowing into groundbreaking hatchback tails, but it's the delicate AC that appears the better resolved thanks to its finer, slightly upturned wings and the perfect proportions of its smaller side windows.

At a glance, the Aston and AC are like a Hollywood actress alongside her stunt double, but their true characters come to the fore once the cameras are rolling. Show the DB MkIII a twisting country lane and it defaults to pootle-to-the-pub mode, muscle memory from a lifetime of easy living settling the speedo at a comfortable 45mph. It bumbles along on a swell of torque, cruising gently with just the merest tickle of the accelerator. Even at these speeds there's a characteristic steering dead spot in which the wheels seem to chart their own course;





Similarities continued to the interior. Below: this Aceca's Stage 2 'six' has 167bhp. Above: AC offers the more engaging drive

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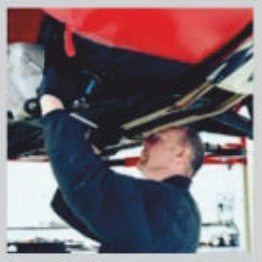
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it demands constant input, and you saw softly at the wheel like an actor in a back-projection car chase. When the 2.9-litre 'six' requires you to swap cogs, the action is effortless and the delicate lever contrasts with the scale of the car.

Ask more of the DB and it responds willingly, the sonorous Lagonda-derived engine urging the big coupé onward. Straight-line speed is respectable, with 60mph coming up in a little more than 9 secs from standstill and terminal velocity reached at a whisker under 120mph, but as the pace increases the characterful foibles that enchanted at lower speeds become challenges. The steering feels slightly wayward, which, combined with the Aston's 1270kg weight (some 250kg greater than the AC), makes cornering quickly something of an act of faith. The DB can be hustled, but doing so focuses the mind more than you might expect – particularly on narrow lanes with unpredictable camber.

Unlike the Aston's antiquated – albeit coil-sprung – live rear axle, the Aceca boasts all-independent suspension with its transverse leaf springs in effect creating a double-wishbone set-up all round. Show the AC the same stretch of asphalt and it will strain at the leash, each press of the accelerator met with a roar from its triple SU carbs and a glorious straight-six howl that sets the hairs on your neck on end. It's quicker and more free-revving than the DB, while the four-speed Jaguar-derived Moss 'box is a delight (Ford's would have been unable to cope with the extra power Ken Rudd teased from the Zephyr motor). Where the Aston's change is genteel the AC's is muscular, with a positive action that 'thacks' with the satisfaction of snapping closed a Zippo. Paired with a heavy clutch, full-blooded launches are irresistible – so too is reining in your right foot as the needle climbs the dial to the soundtrack of that magnificent engine.

The Aceca's bite matches its bark, proving hugely accomplished at tackling winding roads. It might not be as agile or fleet of foot as an Ace, but the difference is negligible compared to the gulf that separates it from the DB. The Aceca is lighter, stiffer and more direct, and every inch the driver's car – particularly in Ruddspeed trim. Typical of all Acecas, the suspension is firm, and while the ride can suffer over broken surfaces it comes into its own when pressing on. The longer you spend in the AC, the greater the gusto with which you hurl it into corners, each time proving equal to the task. It has stacks of grip and all the poise of a racer, its direct and accurate steering inspiring confidence to press harder. As we pull into the car park, hot engines ticking as they cool, it's difficult to imagine not reaching for the AC's keys given the choice, such is the thrill and theatre of driving it quickly.

For a public whose recent memory was still swimming with wartime rationing and biting austerity, James Bond provided a welcome flight of fancy – a ticket to a world of luxury and excess that they could only imagine; the swashbuckling spy known for a love of shaken Martinis and sharp suits was destined to take the wheel of the glamorous Aston Martin. Away from the world of secret agents, high rollers and international intrigue, however, Fleming found himself drawn to this understated and supremely capable Aceca – and it's easy to understand why.

Thanks to *Redline Engineering (www.redlineclassiccars.co.uk)*



Both cars feature side-hinged hatchbacks – the AC's larger rear window and Aston's higher roof the main distinguishers, plus the DB's 'cathedral' lights



AC ACECA 2.6

Sold/number built 1954-'63/328 (all – Ruddspeed 1961-'63/8)
Construction steel tubular chassis, aluminium body over thin steel-tube frame
Engine iron-block, iron/alloy head, ohv 2553cc straight-six, triple SU/Weber carburettors
Max power 120bhp @ 5000rpm (Stage 1)
Max torque 133lb ft @ 2000rpm
Transmission four-speed Moss gearbox, RWD
Suspension independent, by wishbones with transverse leaf springs, telescopic dampers f/r
Steering cam and gear
Brakes discs/drums
Length 12ft 9½in (3899mm) **Width** 5ft 1in (1549mm) **Height** 4ft 4in (1321mm)
Wheelbase 7ft 6in (2286mm)
Weight 2240lb (1016kg)
0-60mph 8.1secs
Top speed 125mph **Mpg** 18-20
Price new £2001 **Price now** £200-230,000

ASTON MARTIN DB MkIII

Sold/number built 1957-'59/550
Construction steel chassis, steel/aluminium body **Engine** all-iron (with alloy inserts), dohc 2922cc straight-six, twin SU carburettors
Max power 162-178bhp @ 5500rpm
Max torque 180lb ft @ 4000rpm
Transmission four-speed, three-synchro manual (close-ratio, overdrive, or Borg-Warner three-speed auto optional), RWD
Suspension: front independent by coil springs, upper and lower trailing links, anti-roll bar **rear** live axle, coil springs, radius arms, Panhard rod; lever-arm dampers f/r
Steering Marles cam and roller
Brakes discs/drums **Length** 14ft 3½in (4356mm) **Width** 5ft 5in (1651mm) **Height** 4ft 5½in (1360mm) **Wheelbase** 8ft 3in (2520mm) **Weight** 2800lb (1270kg)
0-60mph 9.3 secs
Top speed 119mph **Mpg** 18
Price new £3076 **Price now** £180-250,000

SPINNING ITS OWN YARN

The Renault 5 Turbo 2 and its Gordini ancestor were both born out of competition, and soon won far more than just pots

WORDS **JACK PHILLIPS** PHOTOGRAPHY **LUC LACEY**


Renault Classic

Think Renault and turbo, and just one thing will spring to mind. Not the 18, the first turbocharged production Renault, not René Arnoux versus Gilles Villeneuve at Dijon-Prenois. A pumped-up Renault 5 in bright red or electric blue, with gaping wide intakes, will fill your mind's eye.

That it beats one of Formula One's most memorable and replayed duels is testament to how special the Renault 5 Turbo is. Not was; is.

It transcended generations. Kids dreamed of them in the 1990s (I did), long after its moment had passed, and its only tangible link was the sanitised but still entertaining GT Turbo.

First came its spiritual predecessor, albeit *sans* turbo: the Renault 5 Alpine, known as Gordini in the UK because Chrysler had the name Alpine tucked safely somewhere under its web of arms. Whatever; Gordini sounds faster, anyway.

The Gordini landed in Britain the same year as the right-hand-drive VW Golf GTi and the year the great Amédée died, 1979, producing 93bhp from its Gordini-tuned 1.4-litre Cléon-Fonte/Sierra engine. The bored-out 1.2's twin-choke Weber helped double the 46bhp output of the standard family hatch.

While it couldn't match the Golf to 60mph from a standing start, it would match the BMW 525, Rolls-Royce Silver Shadow or Rover 2600, as some contemporary reports pointed out. But the Alpine was a car some were familiar with already, because in 1978 Jean Ragnotti had scored a remarkable second place on the Rallye Monte-Carlo ahead of teammate Guy Fréquelin, beaten only by Jean-Pierre Nicolas' Porsche 911. Walter Röhrl could manage only fourth.

"The Gordini was spectacular," recalls the small and smiling Ragnotti, "but the car had such an old engine. The car really moved about, slipping and sliding around, especially the back because the tyres were tiny. It was a fabulous training school, I learnt a huge amount."

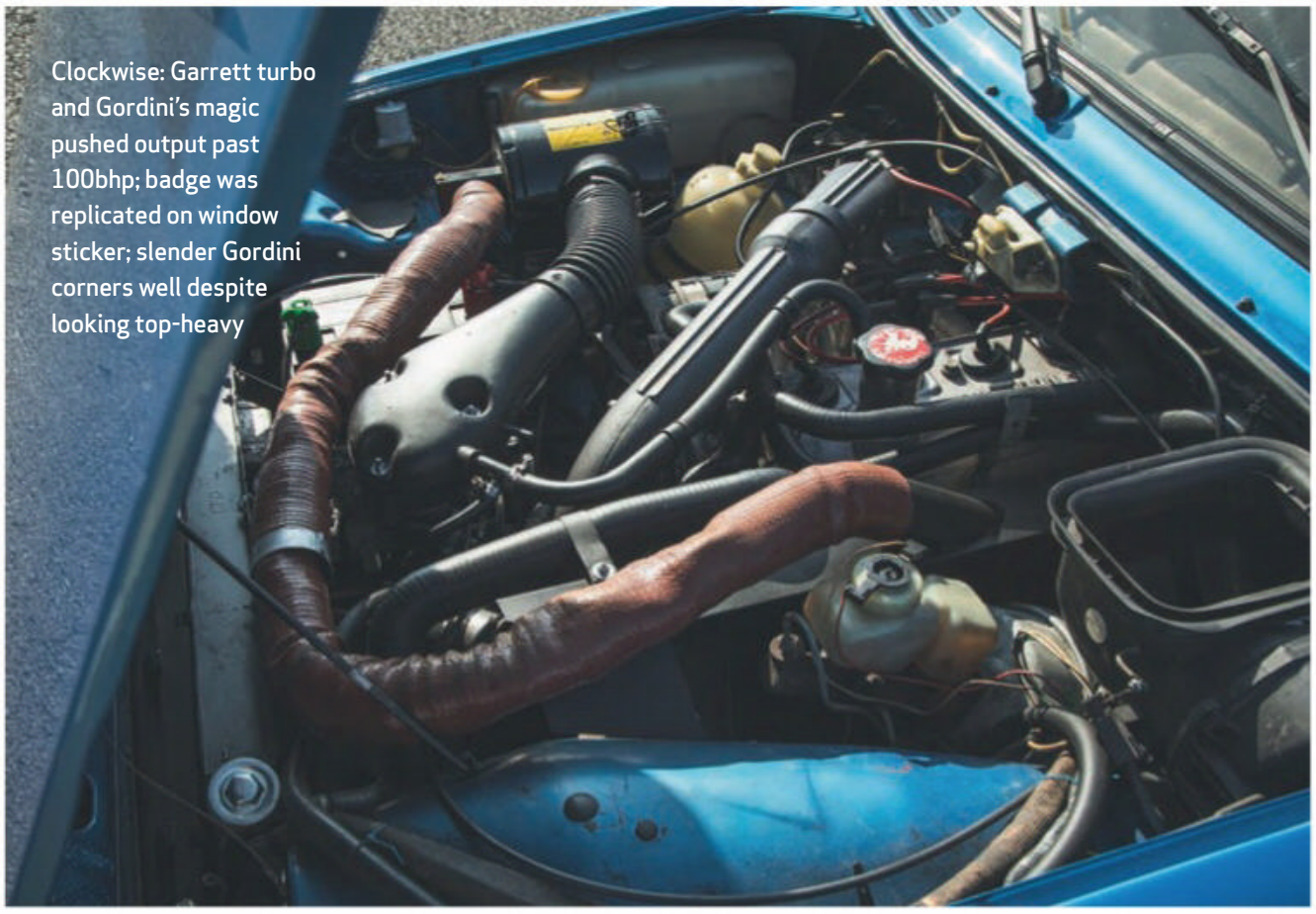
On the road it was stiffer than any 5 before it, with anti-roll bars front and rear and 5% thicker torsion bars, and it was visually more aggressive than the standard slant-backed hatch that was nearing a decade old. A front lip gave it a lower look, housing those tinted French fogs – Cibié, naturally. At more than £4500 it wasn't cheap, but it was a snip compared to what was to come.

Around the same time the naturally aspirated Gordini met British roads, Renault was grabbing headlines across the world from its own backyard. It was finding redemption, too, because its against-the-DFV-grain turbocharged F1 engine was taking its breakthrough victory after two years in the doldrums with an unreliable, single-turbo 1.5-litre V6 engine. After 13 retirements in 16 races across 1977 and '78, fourth at Watkins Glen had been a rare highlight for a troubled project and the only points scored. There had been progress elsewhere, not least at Le Mans. Engine unreliability meant the home and race favourites lost out to Porsche in 1977, but Jean-Pierre Jaussaud and Didier Pironi made amends 12 months later with the 2-litre V6. Job done, full focus went to F1 and chasing world acclaim.

"The English thought the turbocharger was a mistake," says one-time 5 Turbo owner Arnoux. "Everybody was saying it wouldn't work. But I was told, 'René, you'll see. Everyone will want to drive with that engine!' It never occurred to me that it wouldn't work."

'The Gordini Turbo is a slim and pretty little thing, and in a more obvious way than its brash big Turbo 2 brother'





Clockwise: Garrett turbo and Gordini's magic pushed output past 100bhp; badge was replicated on window sticker; slender Gordini corners well despite looking top-heavy





RENAULT 5 GORDINI TURBO

Sold/number built 1982-'86 /5m (all 5s)
Construction steel monococque
Engine iron-block, alloy-head, ohv 1397cc 'four', with Weber 32 DIR 75 carburettor and Garrett T3 turbocharger
Max power 110bhp @ 6000rpm
Max torque 108.5lb ft @ 4000rpm
Transmission five-speed manual, FWD
Suspension independent, at **front** by double wishbones, longitudinal torsion bars **rear** trailing arms, transverse torsion bars; telescopic dampers, anti-roll bar f/r
Steering rack and pinion **Brakes** discs/drums, with servo **Length** 11ft 8in (3555mm)
Width 4ft 11⁴⁄₅in (1520mm) **Height** 4ft 7½in (1410mm) **Wheelbase** 4ft 10½in (2400mm)
Weight 1874lb (850kg)
0-60mph 9.8 secs
Top speed 116mph **Mpg** 30.1
Price new £5750 (1982) **Price now** £15,000

Finally, after just one finish apiece in six starts to begin the season, came Jabouille's all-French win: French Grand Prix, French team, French driver, engine, tyres, and Elf oil. *La justification*.

The RS10 had taken over from the RS01, with twin KKK turbochargers, and changed F1 just as Cooper had two decades before. Unlike Cooper, *La Régie* could capitalise and market to the watching world on the back of this success.

Renault had just the car to be its turbocharged figurehead already waiting in the wings. Radicalising the 5 was chosen instead of the 20, because the Turbo would add some much-needed jazz to the staid compact's range. More importantly, 'Project 822' would be better to take Renault on to the World Rally stage proper.

Product director Jean Terramorsi was the visionary behind the programme, with the foresight to devise it as far back as 1976, but fate intervened to deny him the chance to see the shape of its success and Le Mans winner Gérard Larrousse assumed its responsibility. A month after Terramorsi succumbed to heart problems in August '76, a prototype Renault 5 Turbo was reportedly ready, the styling models created by Bertone under Renault's in-house direction.

Turin's focus, Marc Deschamps' in particular, was on the striking rear and the first sketch had been completed in May; Marcello Gandini worked up the plaster model months later. Suitably impressed, helped in no small part by the model's tactical placement at Renault HQ to ensure it met the right eyeballs, production was signed off and Heuliez was tasked with working the concept into a real-world car.

Larrousse was the first to drive a working prototype, in 1978, before European 2-litre sports car champion Alain Serpaggi took on the testing and developing of the earliest working example around Dieppe, where Alpine was and is still based. A red shell of a car was displayed at the Paris Motor Show, where many saw it merely as a concept car and nothing more, and the press was given a glimpse of Serpaggi's so-called 'black prototype' at the end of the season at a special Renault celebration event held at Paul Ricard. 'A mid-engine, 1.4-litre, Renault R5-turbo!' exclaimed *Motor Sport*. 'This car is not a joke. The idea is that a production version may materialise and Renault attack the World Rally title again, but after success has/has not been achieved in Formula One.'

Behind the driver was to be the same old pushrod 1397cc engine as found in the Gordini, hidden away beneath a jigsaw of a flat-pack-furniture-like chest covered in garish red or blue carpet – whichever was the opposite of the exterior paint. But instead of 93bhp, the Garrett T3 turbocharger wound output to 160bhp, with compression shrunk to 7:1, and the engine was mated to the Type 369 gearbox from the PRV V6 Alpine A310 rather than that from the 16.

In competition spec, a further 100bhp could be found. The body panels – bonnet, doors and roof – were lightened by using aluminium to save around 20kg, the windows were thinned by 1mm, while plastic and lighter steel provided the

RENAULT 5 TURBO 2

Sold/number built 1983-'86/3175
Construction steel monocoque
Engine iron-block, alloy-head, ohv 1397cc 'four', with Bosch K-Jetronic fuel injection and Garrett T3 turbocharger
Max power 160bhp @ 6000rpm
Max torque 155lb ft @ 4000rpm
Transmission five-speed manual, RWD
Suspension independent, at **front** by double wishbones **rear** unequal-length wishbones; coil springs, torsion bars, telescopic dampers, anti-roll bar f/r
Steering rack and pinion
Brakes discs, with servo
Length 12ft ¼in (3664mm)
Width 5ft 9in (1752mm)
Height 4ft 4in (1323mm)
Wheelbase 7ft 11½in (2430mm)
Weight 2138lb (970kg)
0-60mph 6.9 secs
Top speed 124.5mph
Mpg 31.4
Price new n/a
Price now £65-90,000



Clockwise: Turbo 2 interior was shared to save costs; intricate rear-mounted solution; aggressive silhouette has become iconic with cult status

'It's absorbing, addictive, and everything you hoped it would be. In the right hands it's a tail-out slider; in the wet it's that for all'





wings to trim a further 30kg from the car. It eventually tipped the scales at comfortably less than 1000kg. Roadholding was guaranteed to be spectacular with the R5 Alpine's competition suspension at the front and the A310's at the rear.

Yet despite its 40/60 weight distribution it still looked like a 5, not least when sitting beside a Gordini – as the Turbo 2 is today at a race track in mid-France. The lines are unmistakably there, the protruding tail-lights, too. But the arches lurch out to widen the car by almost a foot – whether the alloy wheels they shroud are as pretty as the early Gordini's is another matter.

Following the Brussels Motor Show in 1980 orders opened in July, with Renault required to build 400 units to ensure the Turbo could fulfil its primary function in the Group 4 World Rally Championship. Left-hand-drive only, and never officially for UK drivers, were the drawbacks.

Its competitive life began spectacularly, with Ragnotti powering a works Turbo to nine of the first 13 Tour de Corse stage wins, only to retire with alternator trouble. In January '81 Ragnotti scored his and the car's big victory, the Rallye Monte-Carlo, but only in claiming the Tour de Corse the following year did Ragnotti and the 5 Turbo return to the WRC podium.

Road drivers were offered a taste of the R5 Turbo that same year, when the Gordini gained a Garrett T3 turbo. Three years and one turbo had naturally elevated the Gordini's price to £5750 – though 'only' £425 more than the normally aspirated variant – but buyers could enjoy 110bhp and 108lb ft of torque, the latter up by nearly a third. Perhaps more importantly, it was finally a match for the Golf.

If you're R5 inclined, the Gordini Turbo is a slim and pretty little thing, and in a more obvious way than its brash big brother. Its thick-bolstered seats feel sporting enough, but the dash is stock 5 and its light-grey plastic switches and orangey-red-on-black dials date it. The three-spoke Alpine-badged wheel lies awkwardly flat on a short column, which takes some getting used to, but it is pleasingly heavy and gives back what you put in. A letterbox air intake directly ahead skews the symmetry looking over the bonnet.

Once it has been persuaded unwillingly to noisily fire, all metal clatters and clangs, the Gordini is predictably nippy – when the turbo quietly wakes. The car squats into turns with a roll, but not in a comic, stock 5 way. Its gearbox is close – "mayonnaise!" laughs the Renault man in the passenger seat, 'like stirring a bowl of treacle' wrote *Autocar* – and takes some acclimatising. Early French customers could choose between standard or close-ratio 'boxes, and also power steering; the Brits had neither: standard 'box and unpowered steering only.

The Gordini doesn't have the sheer drama of its more celebrated stablemate, but it could be used as a daily. It does have a boot, after all, rather than a shelf that will cook your shopping before you get it home. But, as was intended, the Gordini Turbo is a mere warm-up for what came a year later, and what awaits behind today in La Ferté-Gaucher's technical-circuit pitlane.

With public demand for the 400 R5 Turbo homologation specials so strong that more than 1800 were made, Renault in 1983 unleashed the Turbo 2 to further capitalise on that competition kudos. Out went the aluminium panels in favour of cheaper and stronger steel, and out went the garish interior in favour of the Gordini's.

But reverse is a dogleg to the left, unlike the Gordini's being safely where sixth would be, and perils await. The tricky 'box will guide you unwittingly from third to fourth instead of second and swallow all of your progress, ending any expectation of the turbo engaging when you accelerate out of a corner. Any over-correction and you're in a disastrous reverse.

With momentum gone, the lack of low-down power is crushing. But get it right and you're rewarded with a surging acceleration that's progressive beyond expectations and reputation. Comfortably within its limits the Turbo 2 feels on side, safe. There is grip to spare in spades without feeling dull. It (and the driver) fizzes with every downchange, and the whistling turbo commands the hairs on the back of your neck to rise. You soon forget that flat steering wheel – this time with Renault diamond at its centre, the Turbo 1's bizarre one long gone – that makes you sit too upright, or that the clutch bites high. You forget that it's in any way related to Le Car, even. It's absorbing, addictive, and everything you hoped. In the right hands it's a tail-out slider; in the wet you suspect it's that for everyone.

While the Turbo 2 was being toned down for the masses, however slightly, the competition car was being upgraded to 285bhp Group B spec via the Tour de Corse kit, before the F1-inspired 1.5-litre and DPV anti-lag system combined for the ultimate R5: the 350bhp Maxi. Ragnotti used the latter to take back the Tour de Corse trophy in 1985. But there was little celebration for the R5's fourth and final WRC victory, when local Joaquim Moutinho won the tragic 1986 Portuguese Rally that claimed the lives of three spectators and from which the works teams withdrew, pushing Group B nearer its end.

That low total of four wins at the top table ensured it was to be a cult hero rather than an all-conquering star of Group B. But on the road it's both, and no matter how much you try and reason with the usability, practicality and relative cheapness of the Gordini, the Turbo is the ultimate. And the one everyone would take home, probably even Amédée.

TRACK RACER VS RALLY MONSTER

Just imagine the heat haze. A gridful of Renault 5 Turbos lining up at Le Mans for a round of the Europa Cup as a curtain-raiser to the grand race must have looked more mirage than 20 or so defined cars. Because it doesn't take long for the heat to rise to insufferable levels, even after a handful of passenger laps around the small Aérodrome de la Ferté-Gaucher circuit.

Little changed from the 160bhp production car; the padded doorcards remain in the single-make championship car. It's a world away from the modern Clio Cup purpose-built racers.
The rear wants to lead, peering out from behind to give itself a better view past the front wheels, pushing the car around on slippery warm tyres. It's perhaps happiest when it dips a wheel over the kerb, skipping into the dirt, which leads us to the stripped out, gauge-filled 285bhp Group B Tour De Corse competition car (with Alain Serpaggi at the helm, no less).

Everything is amplified. The revs are kept high to mitigate the turbo's intervention, and the car just keeps pulling. The heat is unbearable, seemingly reaching furnace levels within a few corners, rendering thoughts of racing them around African stages simply unimaginable.
It's louder, the turbo whistle being carried around with you via unshakeable tinnitus long after the ungainly clamber out, and the slides are longer. Yet the car is more precise than the grainy sideways YouTube videos will have you believe. But Serpaggi is fingertipping around, grinning, enjoying being back in his home-from-home. Just imagine what the Maxi must be like…



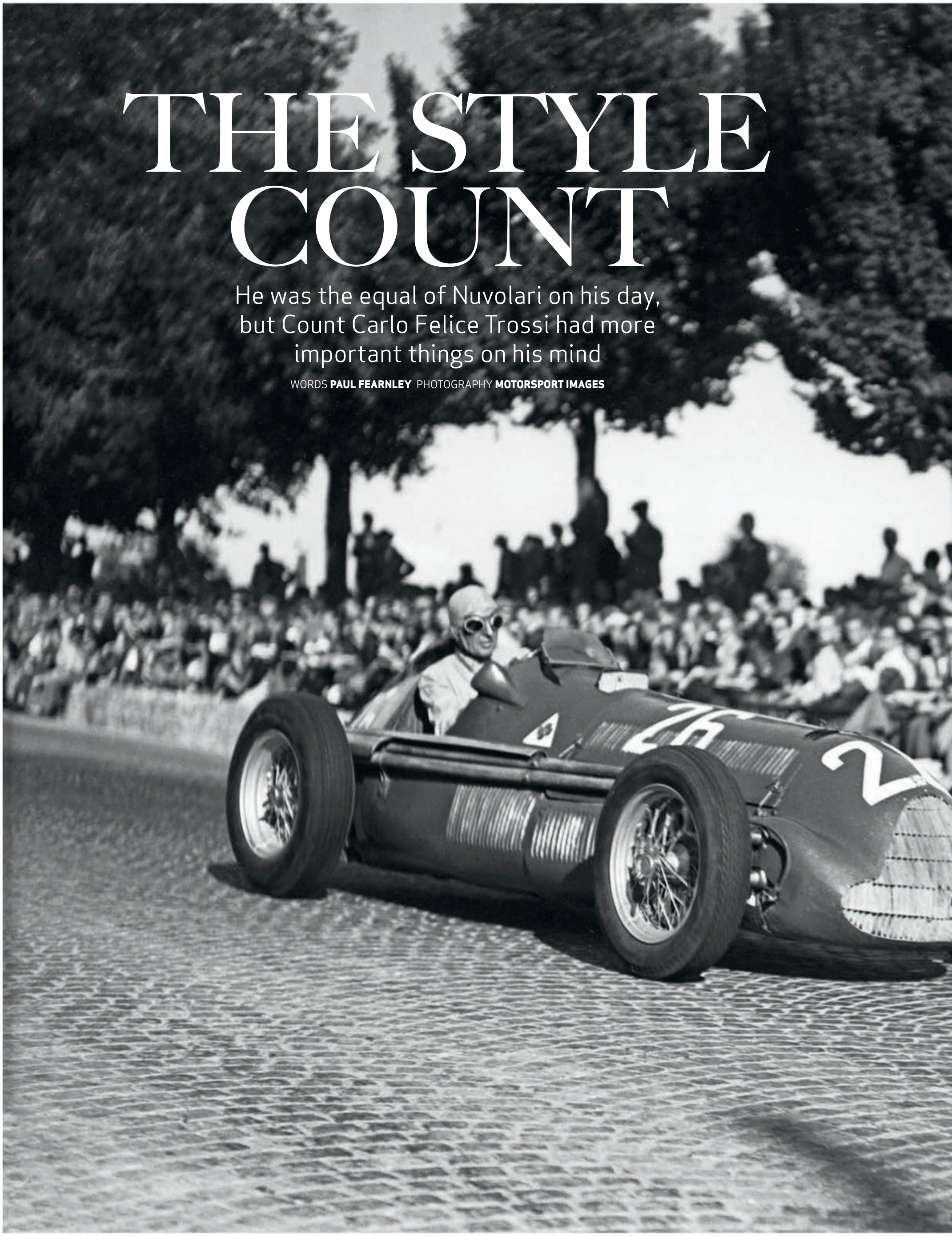


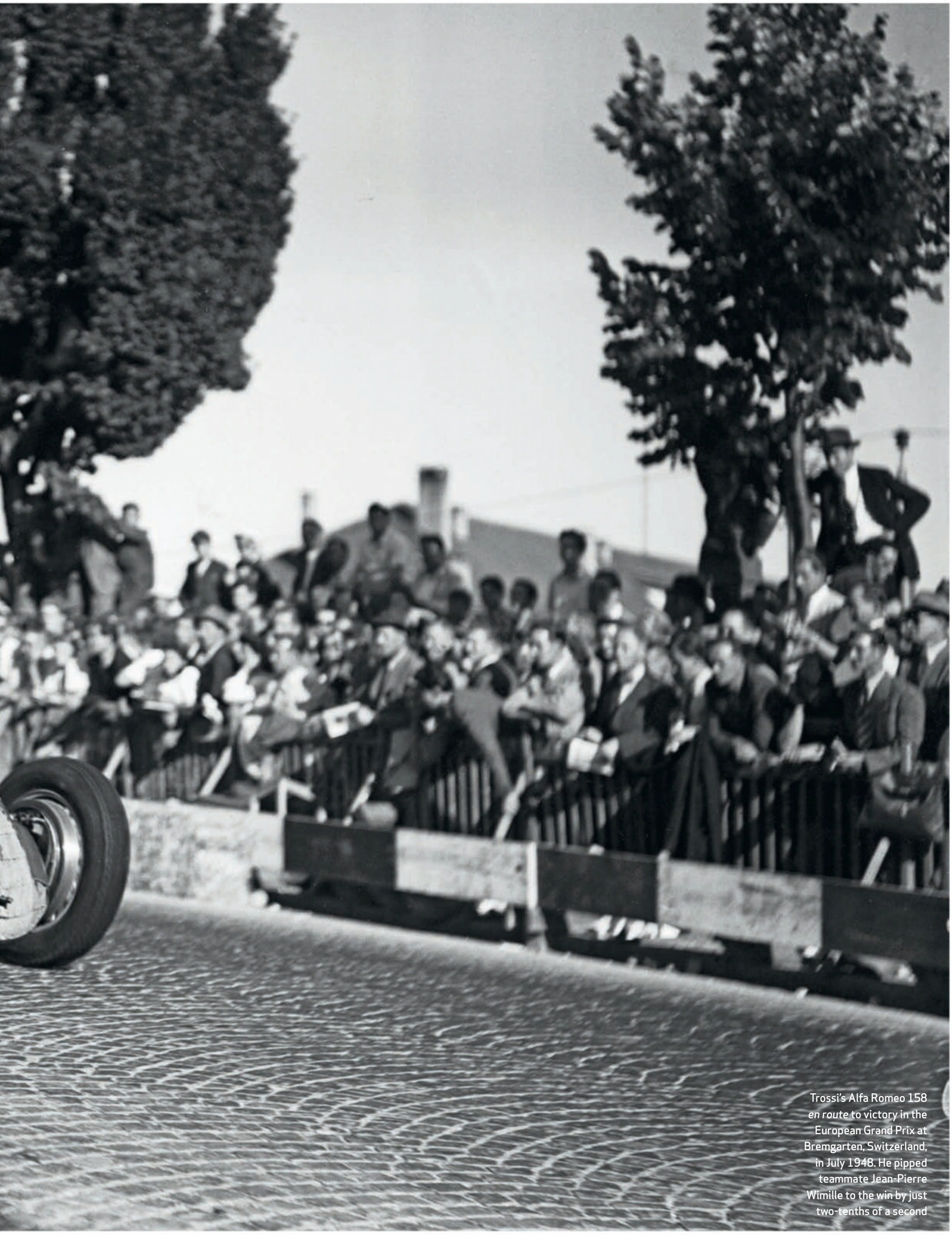
From top: Europa Cup car was a stock road car, even down to the padded doorcards; Tour de Corse upgrade made it a Group B rally thoroughbred

THE STYLE COUNT

He was the equal of Nuvolari on his day, but Count Carlo Felice Trossi had more important things on his mind

WORDS **PAUL FEARNLEY** PHOTOGRAPHY **MOTORSPORT IMAGES**

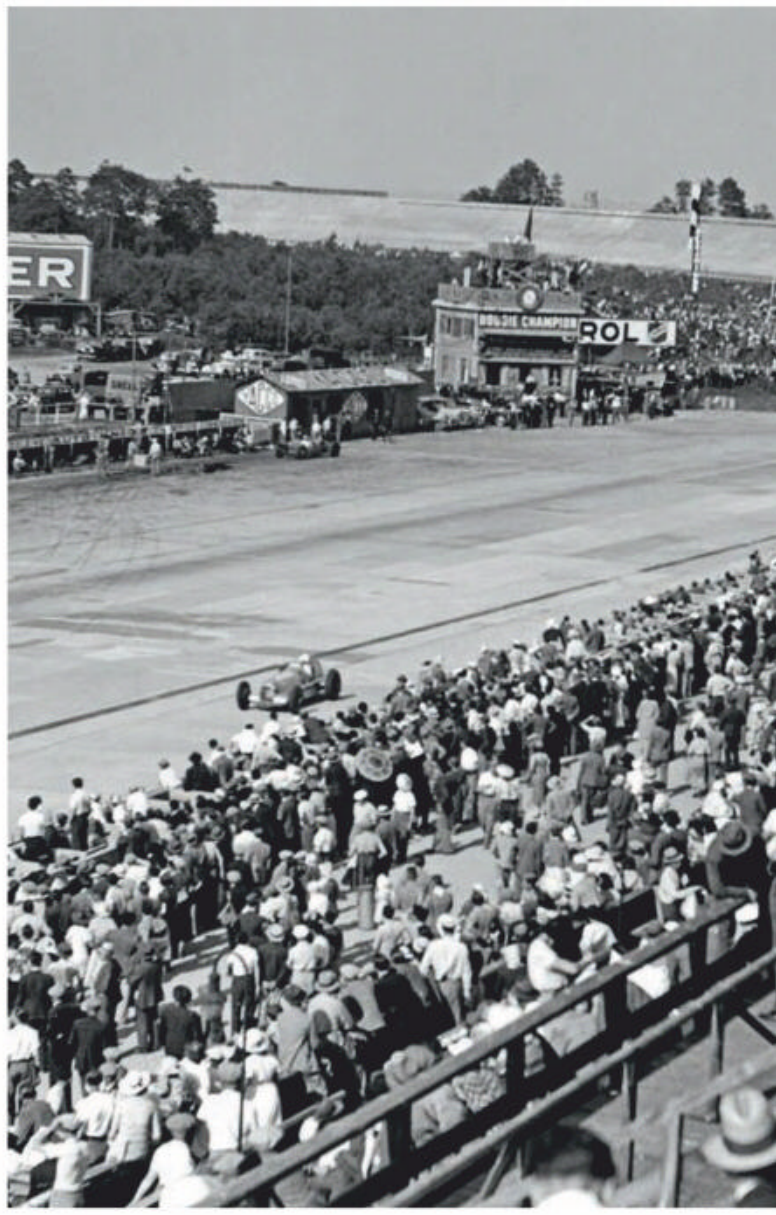




Trossi's Alfa Romeo 158 *en route* to victory in the European Grand Prix at Bremgarten, Switzerland, in July 1948. He pipped teammate Jean-Pierre Wimille to the win by just two-tenths of a second



Trossi, with Patek outside his overalls, chats with Wimille at the 1948 Swiss GP. Right: Monthléry in 1934, where Trossi retired only for Moll to take over



The local hero was hunting down a national hero. Scuderia Ferrari's president had his hooks into its star employee. Race leader Tazio Nuvolari was his usual self, all synapse, crackle and pop. But Count Carlo Felice Trossi – the laid-back, loose-limbed 'Didi' among social equals – came alive on the streets. Last year, 1934, he'd started the Monaco Grand Prix from pole and set fastest lap after pitting for new plugs at the end of the first – and won three lesser round-the-houses races: at Montreux, Vichy and hometown Biella. The latter had been a stitch-up with a conciliatory teammate. This home race was different.

According to Prince Chula, White Mouse Stable manager to cousin 'B Bira', Nuvolari had seconded Trossi's high opinion of his own ability; and the Count liked nothing better than a real scrap with Nuvolari. (Mutual respect despite the controversial incident at Alessandria in '34 that had fractured Nuvolari's left leg.) Yes, there were days when the aquiline aristocrat with hooded lids and stooped shoulders that hid his emotion and height failed to muster the motivation to unfurl his talent: Nuvolari wore his heart on his sleeve; Trossi wore a gold 46mm-diameter Patek Philippe (sold at auction in 2008 for $2.25m) on his. But today wasn't one of those days. Two stunning laps drew Trossi up to the tail of the sister Alfa Romeo Tipo B. And on the following lap, he squeezed past *Il Maestro*.

It didn't last, as so often. Nuvolari retook the lead two laps later and pressed on to victory while Trossi, the junior by 15 years, pitted. Because of sunstroke, according to reports. Because of something potentially more sinister, according to Enzo Ferrari: Trossi would complain of a sharp pain behind his left eye when operating under strain. His love of speed – aeroplanes, boats and cars – was exacting a toll. Trossi's wife 'Lisetta' could neither bear to watch races nor listen to them on the radio, and would sit in the family chapel throughout.

Certainly Trossi looked older than 40 by the time of the Autodrome GP, a celebration of Monza's reopening, in October 1948. Alfa Corse team manager Giovanni Battista Guidotti leaned into the car to query if he was okay to continue. Trossi nodded – he would finish second to teammate Jean-Pierre Wimille – but his was a faraway stare. The tumour that would claim him the following May had been diagnosed already.

The scion of a wool merchant/industrialist (with a factory in Biella, an office in Bradford) and the Piedmontese Sella banking family, Trossi lived in the 13th-century Gaglianico castle bought, rebuilt and modified – its drawbridge was electric – using the inheritance bequeathed after the death of his father. Money was never short. Nor were ideas, big or small. Sketches by this privileged polymath, benefactor and entrepreneur were the basis of the most sensational Mercedes-Benz SSK roadster – now part of Ralph Lauren's collection. The prototype Vespa scooted around his grounds. And that wristwatch, so readily readable (at 150mph+) and visible, was made to his exacting specifications.

An Anglophile – he boarded at St John's College, Southsea, before studying textiles at Leeds University in 1926-'27 – and fond of pipe and tailored Oxford shirts with button collars, Trossi was an influencer, as most photos of Fiat boss Gianni Agnelli attest. But he was happy to muck in with his mechanic Cortopassi, too –



'He spent much of 1935 overseeing the wildest of GP cars: a plane without wings. His active mind could swirl beyond control'

albeit always while wearing white linen gloves.

A professional amateur inclined to dabbling, he never let the grass grow beneath his feet. He bought a controlling interest in Scuderia Ferrari in February '32; mainly his would be an ambassadorial role, fulfilled with "a genteel aloofness", yet he made a powerful impression on the man in charge of this blueprint for the modern team.

'With the greatest of nonchalance, he would do things, both in everyday life and on the track, that no one else would have thought of,' wrote Enzo Ferrari of Trossi. 'I cannot think of him without warm feelings, for he was one of the first to have faith in me and my Scuderia.

'And he was a great driver.'

Trossi made a good early impression by



winning January 1932's Coppa Gallenga in the hills south-east of Rome. He topped it by finishing a measured second to the works Alfa 8C-2300 of Baconin Borzacchini in the Mille Miglia.

The following season was made problematic by Alfa Romeo's refusal to release its all-conquering Tipo B *monoposto* after withdrawing from racing. Thus Scuderia Ferrari had to diversify. Having flirted with 'bikes – Rudges and Nortons – it considered MG K3 sports cars; Trossi ordered a single-seat racer from Augie Duesenberg. What arrived from America was a bitsa: a redundant '27 chassis fitted with a Junk Formula straight-eight by Fred 'Skinny' Clemons. It would prove fast but ill-fated.

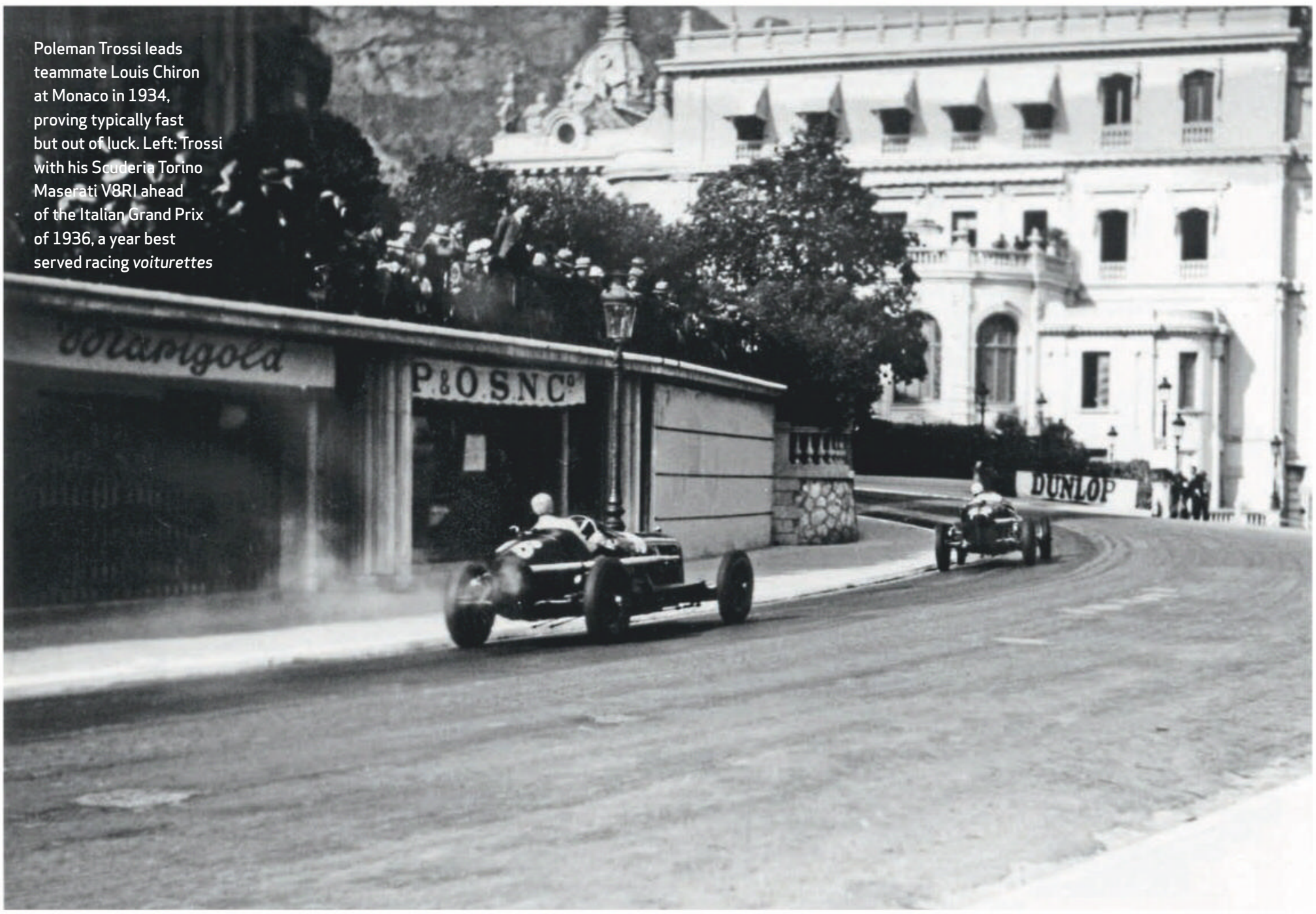
Trossi finished fifth at Monaco in a Scuderia Ferrari 8C Monza and, engine increased from 2.3 to 2.6 litres, second to Nuvolari in Alessandria. His Mille Miglia, however, this time ended near the start, a crash while crossing the River Mella pitching co-driver and closest friend Marquis Antonio Brivio into the water. Trossi's energetic road driving of the elegant Hispano-Suiza H6C coupé and 12-cylinder Packards was infamous, his knack for attracting trouble – 'a natural if gay' pilot, he crashed a De Havilland Leopard Moth attempting to land on a Genoa jetty – matched only by that for escaping unharmed.

Tragedy stalked him in 1933. Driving through the Bois de Boulogne in July, his passenger, ex-Bugatti GP and Indy 500 driver Pierre de Vizcaya, suffered a fatal head injury when he fell from the car restraining a boisterous dog. And at September's Monza GP, Trossi would be blamed for one of racing's blacker days. Retiring due to a cracked cylinder liner, inspection found his Ferrari-red Duesenberg's oil supply intact. Yet the 'slick' it did not lay was reported as the cause of the fatal crashes of Borzacchini, Giuseppe Campari and Count Stanislas Czaikowski.

Poor Campari had been driving a Tipo B finally released to Scuderia Ferrari, Nuvolari's mid-season switch to Maserati's 8CM the driving force behind the U-turn. Trossi's reassuring presence no doubt played a crucial counterbalance to Enzo's eagerness, verging on desperation, during the Milan restaurant meet with Pirelli representatives that raised the Lire1.7m Alfa demanded.

Not that Trossi was yet allowed to race a Tipo B in Grands Prix. He had to make do with winning Pescara's Targa Abruzzi support race and the three victories – only the last of them achieved aboard a Tipo B – that made him European hillclimb champion, succeeding Caracciola.

In 1934, however, he was promoted to Ferrari's A-squad, alongside Achille Varzi and Louis Chiron, with newcomer Guy Moll among the reserves. In theory. The latter had a tiger in his tank, and upstaged sleeping lion Trossi. Moll won at Monaco – after a late mistake by Chiron – and finished second to Varzi in a photo finish at Tripoli before winning Berlin's Avusrennen. When Trossi pitted during the French GP at Montlhéry to explain that he had lost first and third gears, Moll badgered to take over and brought the hampered car home third. At



Poleman Trossi leads teammate Louis Chiron at Monaco in 1934, proving typically fast but out of luck. Left: Trossi with his Scuderia Torino Maserati V8RI ahead of the Italian Grand Prix of 1936, a year best served racing *voiturettes*

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Trossi (22, Alfa Romeo Tipo B) powers away at Monaco in '34, but René Dreyfus (8, Bugatti T59) gets the best of the starts. Philippe Étancelin (14, Maserati 8CM) splits the pair on the front row

Livorno's Coppa Ciano Moll finished second, Trossi was almost nine minutes back in fourth.

Trossi had technique to burn but could be accused of lacking the stomach. He drove the Nice GP with the scuttle removed to improve cockpit ventilation. His third place in the Italian GP, at a hot Monza peppered with chicanes, had to be completed by relief driver Gianfranco Comotti. Even his Vichy win was predicated on mechanic/test driver Attilio Marinoni's qualifying the car. Racing and its thrill of the chase seemed more important than any end result. His prowess was obvious without having to risk all to prove it. He would leave that to the seemingly indestructible Nuvolari; as should have Moll, killed at Pescara's Coppa Acerbo that August.

Trossi throttled back in '35, contesting four races before relinquishing his Ferrari presidency – "for personal reasons" – in January '36. He had "neither the patience nor perseverance – nor the wish," said Enzo. He had also been involved in another road accident, at Morges, Switzerland.

Instead he spent much of '35 funding and overseeing the wildest of GP cars: an "aeroplane without wings". Conceived by Augusto Monaco and Giulio Aymini, it featured a twin-supercharged 16-cylinder 3892cc two-stroke radial mounted ahead of the front axle and attached to a welded tubular spaceframe – perhaps a motor-racing first – of manganese-molybdenum steel. Tested at Monza in July, it was underpowered at 250bhp and overheated even without its streamlined cowling. It never raced. His active mind could swirl beyond control on occasion.

He regrouped for '36 by joining friend Gino Rovere, who had invested heavily in Maserati to become its president. Though Trossi contested GPs in Scuderia Torino's independently sprung V8RI, he preferred its new 6CM *voiturette* and flourished. In the junior formula's most competitive season, he battled ERAs and Dick Seaman's revamped 1927 Delage, winning at the Nürburgring, Milan, Livorno, Lucca and Modena.

He would not be so successful in 1937, making do with wins in Naples and Lucca. Yet some listed him as Italy's *voiturette* champion for a second time. Others did not. Linked to Auto Union, also he returned to Scuderia Ferrari and again exhibited flashes of inspiration, passing Nuvolari's sister Alfa 12C/36 for the lead of the Milan GP – only to stop a lap later for new plugs.

This flickering pattern continued in '38 when Maserati, now owned by Adolfo Orsi, produced a car as fast as the V12 Silver Arrows for the new GP formula. Reliability couldn't match its speed. He led in Tripoli and set a 136mph fastest lap of the desert-dusted Mellaha Lake track – sustained high speed was within his compass – but pitted with fuelling problems and retired with a broken back axle. Fastest in Coppa Ciano practice, the 8CTF's twin-supercharged 3-litre fixed-head (*Testa Fissa*) straight-eight failed when leading. He was challenging at the front in the Coppa Acerbo when, in discomfort, he handed over to the inexperienced Luigi Villoresi, who set fastest lap.

When finally Trossi finished a race – sixth in the Italian GP at Monza – he was disqualified for receiving assistance beyond the pit area.

He was 37 by the end of WW2, during which he had flown with the Regia Aeronautica. Still, he was younger than Alfa Corse teammates Giuseppe Farina, Varzi and (albeit by just two months) Jean-Pierre Wimille. He had driven the magnificent Alfetta before – to third in a 1-2-3 at Tripoli's 1940 *voiturette* race – and was determined to make the best of his most competitive car yet. Alfa Corse was able to carve up races, though not to everyone's satisfaction. Second to Farina in the Nations GP at Geneva in July, when the tables were turned in Milan in September an irked Farina parked a healthy car rather than acquiesce. The team would be calmer without him during '47 and '48.

Trossi finished third in the 1947 Swiss and Belgian GPs – despite being bloodied by a stone at Spa – before winning the Italian GP in Milan by a tenth, crossing the line with his hands off the wheel after allowing Varzi to close; an out-of-character action that angered some in the crowd.

His 1948 European GP victory at Bremgarten, Switzerland – another treacherously fast circuit – was by two-tenths, Wimille charging after an unplanned stop for water but unable/unwilling to pass an unflappable teammate. There was no joy; the victor hung his wreath on a barrier in tribute to Varzi, killed during practice.

Two years later, Alfetta drivers would dominate the inaugural World Championship – instigated by CSAI president Brivio – but neither Wimille nor Trossi was alive to see older man Farina crowned. Wimille, killed in a Gordini in January '49, had gained the upper hand by '48, but Trossi was a match for anyone on his day. 'Newcomer' Luigi Fagioli, almost 10 years his senior, would arrive at 1950's finale still with a chance of becoming World Champion…

It wasn't to be. Trossi died an agonising death in a Milan clinic on 9 May 1949, just turned 41.

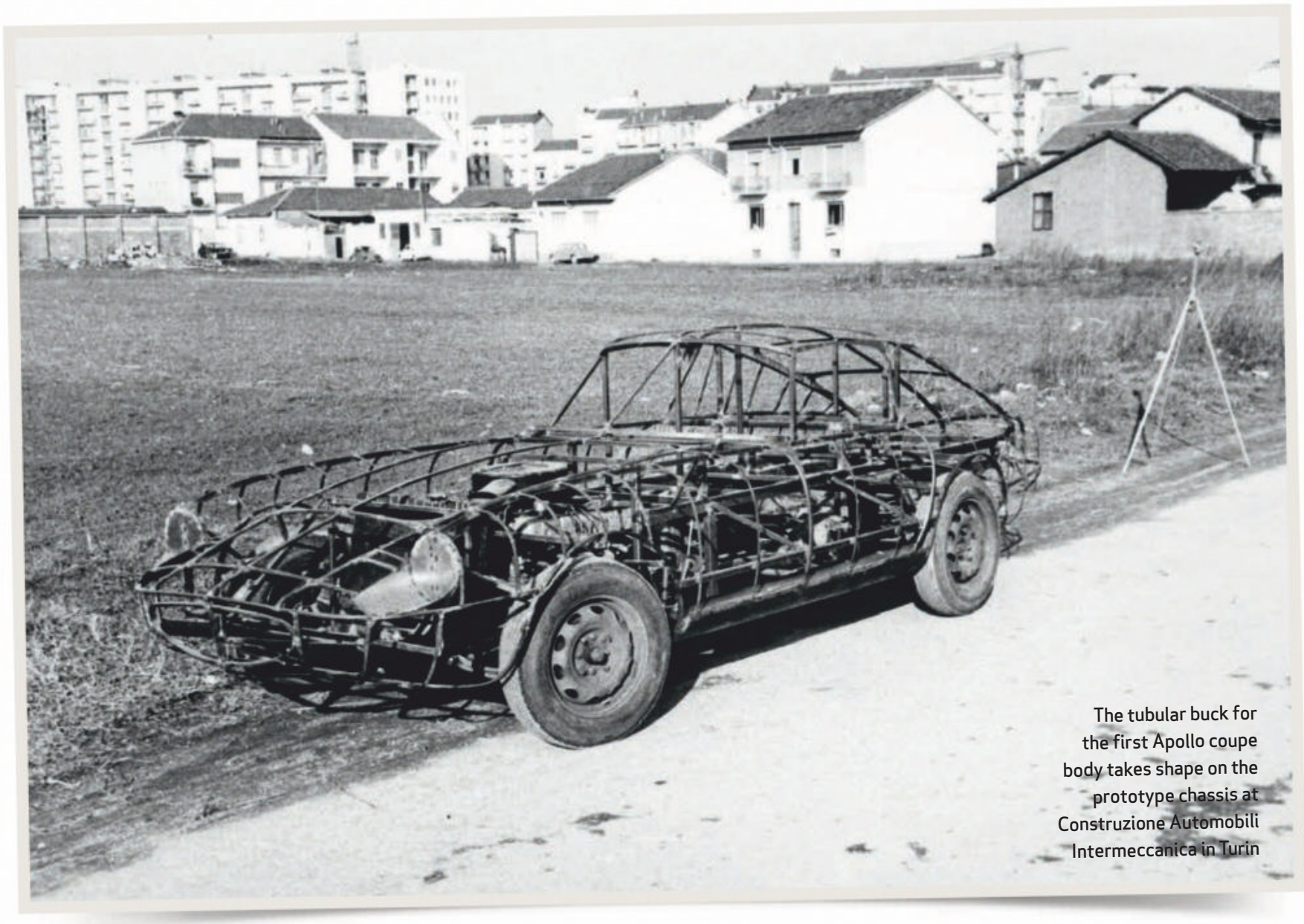
It was never going to be. The aesthete uninterested by financial gain and, to a lesser extent, personal glory might have railed against the increasing professionalism. Ruthless, consistent speed was its new currency. Elegance curried little favour; nonchalance none. And urbane Trossi was a man whom Enzo had pegged as "an old-fashioned type" as long ago as '32. Points and prizes were not what defined him.

THE AMERICAN THAT THINKS IT'S A FERRARI

Apollo founder Milt Brown is reunited with his most glamorous creation, the gorgeous 3500 GT convertible

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **TIM SCOTT/FLUID IMAGES/ROBB NORTHRUP**





The tubular buck for the first Apollo coupe body takes shape on the prototype chassis at Construzione Automobili Intermeccanica in Turin

In the early '60s, Milt Brown was a young Californian from a comfortable but not gold-plated background who dreamed of building a car of his own design. To dream of such things, even if most didn't get beyond scale model or prototype stage, was not an unrealistic fantasy at the time. There were fewer regulations about safety and smog, and in sunny, wealthy California it seemed anything was possible: it was, after all, both the home of the DIY sports car – as detailed monthly in the likes of *Mechanix Illustrated* – and a Mecca for imported exotica.

It was a heady combination that could hardly fail to stoke the enthusiasm of a young man who, by the age of 17, was driving himself to school in an MG TD and designing his own Class H racing car. A decade later came his Apollo, a true American Grand Touring car in the European mould, combining Italianate styling with practical US engineering and ingenuity.

Of the 88 built between 1962 and '65, this car, chassis 2001/204B, is perhaps the greatest prize: the first of just nine Apollo Spiders (and only five still known to exist). This is the only one of those nine to have the 3½-litre Buick Special all-aluminium V8, a crucial element in the good handling and sporty feel of the early Apollos. In many ways it was the availability of this engine, in the new compact Buick sedan, that consolidated Brown's thoughts on the project.

The bodies for all the Apollo coupes were built in Turin by Frank Reisner's Intermeccanica, which could make shells for a fraction of the cost of Bertone or Pininfarina by using local freelance artisans who beat the steel panels out on tree stumps. He committed to building two a month, sent painted and trimmed to Milt Brown's Oakland works where they were mated to their drivetrains. Priced at $7105, the first production Apollo 3500 GT coupe was shown at the LA Auto Show in January 1963.

The creation of the open-top Apollo seems to have been the result of a casual conversation. Brown, now a sprightly octogenarian who takes a keen interest in his belatedly appreciated offspring (and still owns one), takes up the story: "I was in Italy at Intermeccanica coming up with improvements for the coupe in spring '63. We knew we were going to have a stand at the San Francisco Auto Show in the fall and had talked about a convertible, so we got on the phone to Scaglione, talked about it, had a meeting – and two days later he came back with sketches. We said, 'Fine, let's go ahead,' and the car arrived a month before the show. Because of this car we got a premium spot, much better than Ferrari."

'Delicate bumpers and a simple egg-crate grille add jewellery to a shape that is almost annoying to look at because it's so nearly right'

One of the board members of IMC (International Motor Cars, the company Brown formed to build the Apollo) was Dr Hayden Gorden. A car enthusiast, nuclear physicist and Apollo stock-holder, Gorden bought the convertible and kept it for many years. "When he wanted to get it restored I helped him," recalls Brown, "but then he passed away and the car was left outside for two winters. Finally, his widow put it up for sale at a gas station in California near where I live. She wanted $50,000 but it had mouldy seats and rusty wheels and nobody knew what it was, so it just sat there for six months. I couldn't afford it, but I later got a $25k insurance settlement and gave her another five." The car came second in class at Pebble Beach in 1995 and was later sold to Brown's former sales manager George Finley, who also owns two coupes.

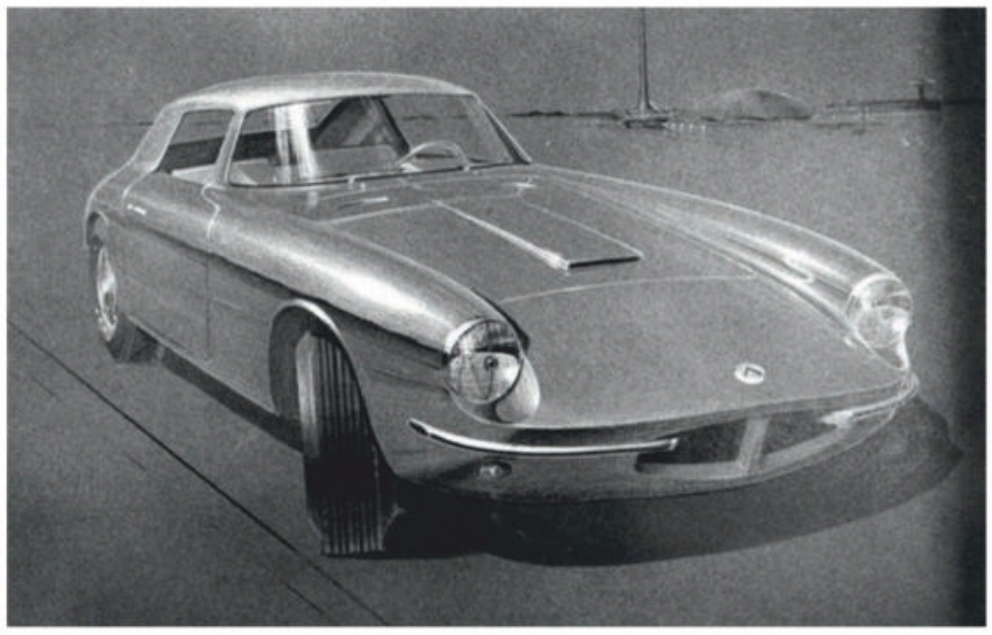
Brits know this car's compact motor as the Rover V8. In the Apollo it sits well back and very slightly askew under the front-hinged bonnet, running Offenhauser manifolds with the dynamo doubling as the rev-counter drive.

In the back, the boot is mostly full of a spare Borrani wheel and an internal fuel filler; later cars had them on the outside. What initially look like E-type rear lights are probably Ferrari (my guess is 250GT PF Coupé). Delicate quarter-bumpers and a simple egg-crate grille add minimalist jewellery to a shape that is pretty – almost beautiful – but doesn't entirely come together. Franco Scaglione's reworking of Ron Plescia's original design is an improvement, but still has too much nose in proportion to its tail. The Spider arguably works best, but it is almost annoying to look at because it's so nearly right.

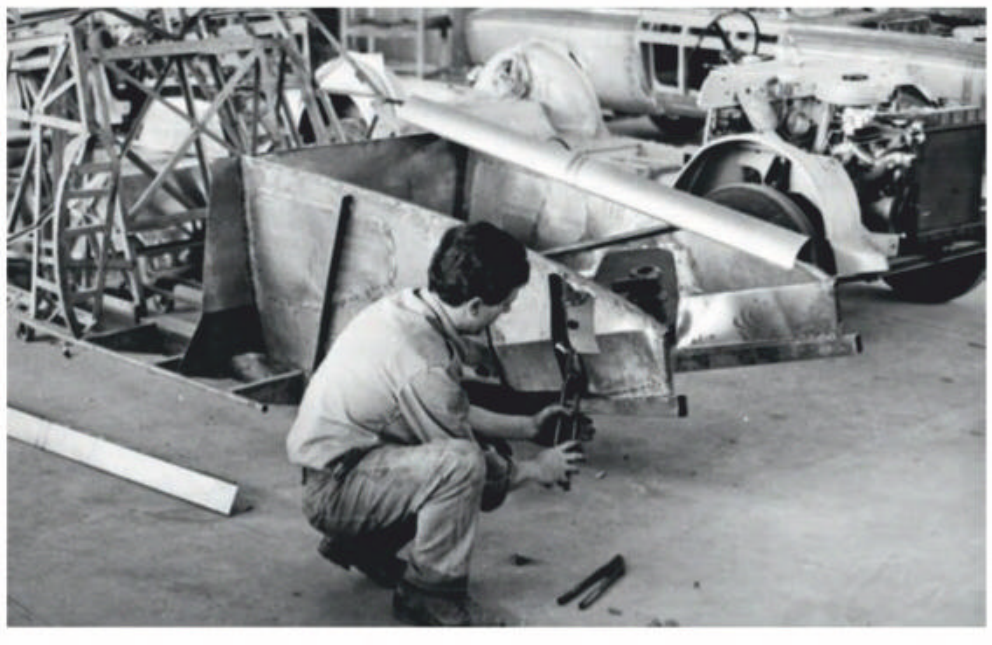
Better to drive it. You sit low in soft, semi-bucket seats with fixed backrests. It is a narrow but spacious two-seater cockpit; talking with

Clockwise from main: cabin feels exotic; Ron Plescia rendering used to attract investors; shells were made using the 'cala', a jig that fits inside the body for welding the hand-formed panels; rare crest; Intermeccanica signature









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1949 Mille Miglia #315 Mauro Alesi/Alberto Alesi - 50th OA/13th CL. © Giorgio Nada Editore Novafoto - Sorlini

1947 Alfa Romeo 6C 2500 Sport, chassis no. 915303. Cabriolet body by Pinin Farina. The only one of this type to have participated in the XVI Mille Miglia - Coppa Franco Mazzotti - in 1949 - driven by Earl Massimo Alesi. The car also raced, that same year, the Coppa Inter-Europa, the III Coppa Internazionale delle Dolomiti and the III Stella Alpina. It has been subjected to a first-level restoration. A rarity with a racing pedigree for classic competitions, a sure protagonist in concourse d'elegance.

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Glamorous drop-top looks at home on California's Cabrillo Highway out to Big Sur. Above: Apollo production in full swing in Oakland, California

Clockwise from main: delicate tail is the Apollo's prettiest view; Reisner had prototype photographed in a typical Italian setting before shipping to the US; chassis plate marks out first Spider; lightweight V8 set well back in bay







APOLLO 3500 GT

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Construction square-section steel tubular frame, steel body
Engine all-alloy, ohv 3524cc V8, Holley four-barrel carburettor
Max power 200bhp @ 5000rpm
Max torque 240lb ft @ 3200rpm
Transmission four-speed manual, RWD
Suspension: front independent by wishbones **rear** live axle, four links; coil springs, telescopic dampers f/r
Steering recirculating ball **Brakes** drums
Length 14ft 8¼in (4478mm)
Width 5ft 5in (1651mm)
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'It is flexible or free-revving to choice, with a fruity burble, and feels good for the 130mph quoted in enthusiastic road tests'

E-type owners, Brown realised that tall, well-nourished Americans had trouble getting in, particularly women in short skirts: "We had a lot of legroom; 20-35% of our customers were over 6ft tall, so they couldn't fit in an E-type."

The large transmission tunnel was a conscious design decision by Brown to keep air flowing around the gearbox in the name of reduced heat soak, as well as easier access when it's time to swap the clutch. Negotiating the doors is slightly awkward and your feet sit deep in the footwells. Apart from slightly offset GM-sourced pedals, the atmosphere of the Apollo is authentically Italian, including lots of exposed screwheads, Lancia door furniture and locks, a Nardi wood-rim wheel and Ferrari-type Veglia instruments. This one has the optional lapbelts and chrome gearknob, but no air-conditioning. Chromed frame tubes for the easy-to-manipulate top are another quality touch, and convertible number one is unique in having chrome on top of the doors and around the central instrument cluster.

The Apollo is quick, if not blisteringly so, on 200bhp. Yet it offers sufficient urge to keep progress interesting and effortless, as you would expect from a car that weighs 700lb less than a Corvette (or about the same as a TR4). It is flexible or free-revving to choice, with a deep, fruity burble, and feels good for 0-60mph in 8.4 secs and 130mph – as quoted in enthusiastic reviews in the specialist press, the road tests consistently praising the car's detail quality and finish.

What you don't expect is the overall 'together' feel of the Apollo. Brown's ladder-type, 4in square-section chassis doesn't rattle or shimmy and the four-link Buick rear axle refuses to hop or wind up when asked to put power down out of a corner. The ride feels smooth, the well-balanced brakes much better than the all-drum specification suggests. The front suspension and steering are also Buick, but Brown quickened the ratio by lengthening the drop arm, which makes for steering that is light and direct – rather like an E-type, in fact. The Borg-Warner T10 'box, as found in the Corvette, is normally a hefty thing to use; in the Apollo, with Brown's modified linkage, the change is light and precise with longish movements. The general attitude is neutral in corners, refined in a straight line and with an overall sense of a civilised machine that is not out to give you a fight. Brown is adamant that the 5-litre, iron-block engine makes the later 5000 GT another animal altogether: "That extra 150lb makes it feel like a different car."

Production at Oakland finished in mid-1964 with 39 cars completed; four unfinished shells were sold off to be completed by their owners. To keep Reisner on side after the collapse of Apollo (and with hopes of reviving it), Brown allowed him to sell bodies to a firm in Texas that marketed the car as the Vetta Ventura; 19 bodies went out but only 11 cars were completed, the remainder being built up by a garage called Precision Motors as late as 1971.

Bizarrely, Apollo production did restart – briefly – in Pasadena when local attorney Robert Stevens bought the assets of the company: this meant that two versions of the Apollo were being offered concurrently in 1965. Some 24 bodies were shipped to Pasadena, but only 14 were built up; six were bought and assembled by the firm's shop foreman and the remaining four, left unclaimed at LA docks, were disposed of in a customs auction and finished off in the '80s.

Had the Apollo project surmounted the problems of under-capitalisation that made finding the money to build the cars the issue – rather than finding the buyers – then it might have gathered the momentum to become the success it deserved to be. (Although you do wonder how long sending bodies 6000 miles across the world would have stood up as a business model.)

Like the UK's Gordon-Keeble it wasn't just another hybrid of convenient components but a car of real charm, capability and integrity that found wide acceptance and came tantalisingly close to commercial success. "We got instant acclaim, particularly in LA," says Brown. "About 70% of our production went to Hollywood. Car culture in the '60s was 'you are what you drive' and it made a big impression: it looked expensive, but it was easy to drive and to live with."

Most people only know the Apollo from its appearance in *The Love Bug* as the 'Thorndyke Special' – at least those who didn't assume it was a Ferrari or a George Barris prop. But it is a much less ephemeral car than that fleeting image suggests, competently engineered by a man who had a good eye for what made buyers' toes curl when they went shopping for an exotic. "It was my idea to keep the lettering on the gauges in Italian, and I always thought a sports car should have a grabhandle," reflects Brown. "It gives a subtle message that this is a fast car."

Thanks to *Worldwide Auctioneers (worldwide-auctioneers.com), which will sell this car in Texas on 4-5 October. Robert Northrup's book on the Apollo marque will be launched later this year*

MILT BROWN'S APOLLO MISSION



"I got my first car, a '35 Chevy, when I was 14. The owner of a local shop got an early Jaguar XK120 and it looked like a spaceship. I fell in love with sports cars and decided to build my own when I was 17. I sold that and went to Europe.

"I landed in London and the first place I went was Lotus. I was stunned: they had just a small admin building, a showroom, and were making cars in a lean-to. My parents had built a carport and workshop that was bigger than the factory! Then I went to Italy, saw a Formula Junior race and thought, 'That's going to go big in the US'. I went home and built America's first Formula Junior, then decided I wanted to build a GT – especially after seeing the new all-aluminium Buick engine.

"I met Frank Reisner at Turn One of the Monaco GP in 1960. He told me he built custom bodies in Italy. I already had a $50k quote from Pininfarina for a prototype – when you could buy a house for $10k in America – but Frank had low overheads. So my wife and I took off to Turin.

"I started designing a frame for the Apollo on the boat home. My high-school buddy Ron Plescia, who designed a body for my Crosley special, had just graduated from LA Art School. We had been sketching cars for years, and because we'd been thinking about it so long it just came together. Another high-school friend, Newton Davis, wanted to start a business and had the money.

"We got a Buick engine and Ron did a quarter-scale model. Working on it together it took about two weeks. I put a seat from a Lotus I'd bought on the chassis and drove it around to test it, then sent the chassis and the model to Italy, and five or six months later we had a car. Scaglione refined it, but the basic shape was Ron's. While I was working in England the E-type came out and I loved the shape: I wanted Italian styling with E-type proportions.

"The Apollo hit the spot in the market. It was more than a Jag, but cheaper than a Ferrari. I sold the first after the LA show to a student at Berkeley. We had sold three or four when George Finley pitched up; he had been on the Lincoln-Mercury training programme and said: 'I want to be your sales manager'. He really saved the day: in a year he set up seven dealers. We sold a car to Pat Boone and after that it took off. He traded in his Ferrari because it was hard to drive: people forget that they had a race-car chassis and no power brakes or steering. Our car was a daily driver and we even offered an automatic transmission.

"What ruined us was doubling production without doubling our capital. After the Apollo GT, I began building custom homes. I was depressed for a decade because we had a car people wanted. I never made the same mistakes again: I always had businesses that were properly funded."


222 HAE

THE LANE CHANGERS

The M1 motorway revolutionised British motoring and the likes of Austin-Healey, Jaguar and Ford were quick to capitalise

WORDS **ANDREW ROBERTS** PHOTOGRAPHY **JAMES MANN**











When the first stretch of the M1 motorway was opened on 2 November 1959, the British government proclaimed that: 'The size of the road itself so far transcends the accustomed scale as to dwarf nature itself.' To a motorist previously hemmed in by various 30mph zones, the idea of a road from Watford to Crick devoid of a speed limit appeared little short of miraculous.

Two new cars of 1959, the Austin-Healey 3000 and the Jaguar Mk2 3.8, were perfectly suited to the realm of the M1, even if this duo has been gonged by the oldest-surviving motorway patrol car in Britain. As to their offence, it is probably simply driving in a caddish manner – or frightening Hillman Husky owners.

The Healey was associated with the earliest days of the M1 because a chap from *The Daily Herald* employed one for his report and supposedly clocked 130mph. BMC had launched the 3000 in July of that year, available as either the two-seater BN7 or the 2+2 BT7. A mere 2825 examples of the former were built before the introduction of the MkII in early 1961. Steve Everest's immaculate Steel Blue over Old English White example here is one of 157 home-market, right-hand-drive BN7s. "I've owned it for 17 years," he says. "The bodywork had been done when I bought it, but I worked on the engine and transmission with specialists."

The 3000 furthered a seven-year tradition of Austin-Healey since the 100's 1952 launch, and Everest believes that, compared to the outgoing 100/6: "The 3000 offered a little bit more power and driveability and those front disc brakes."

The 2912cc powerplant was a major talking point, and Everest's car gained a performance cam when the engine was rebuilt. "In its day the Healey would have been on crossply tyres," he continues, "but on the recommendation of various specialists I now use radials. One detail of the right-hand-drive models is the slightly odd position of the gearlever, which is a result of its Austin A90 Atlantic gearbox."

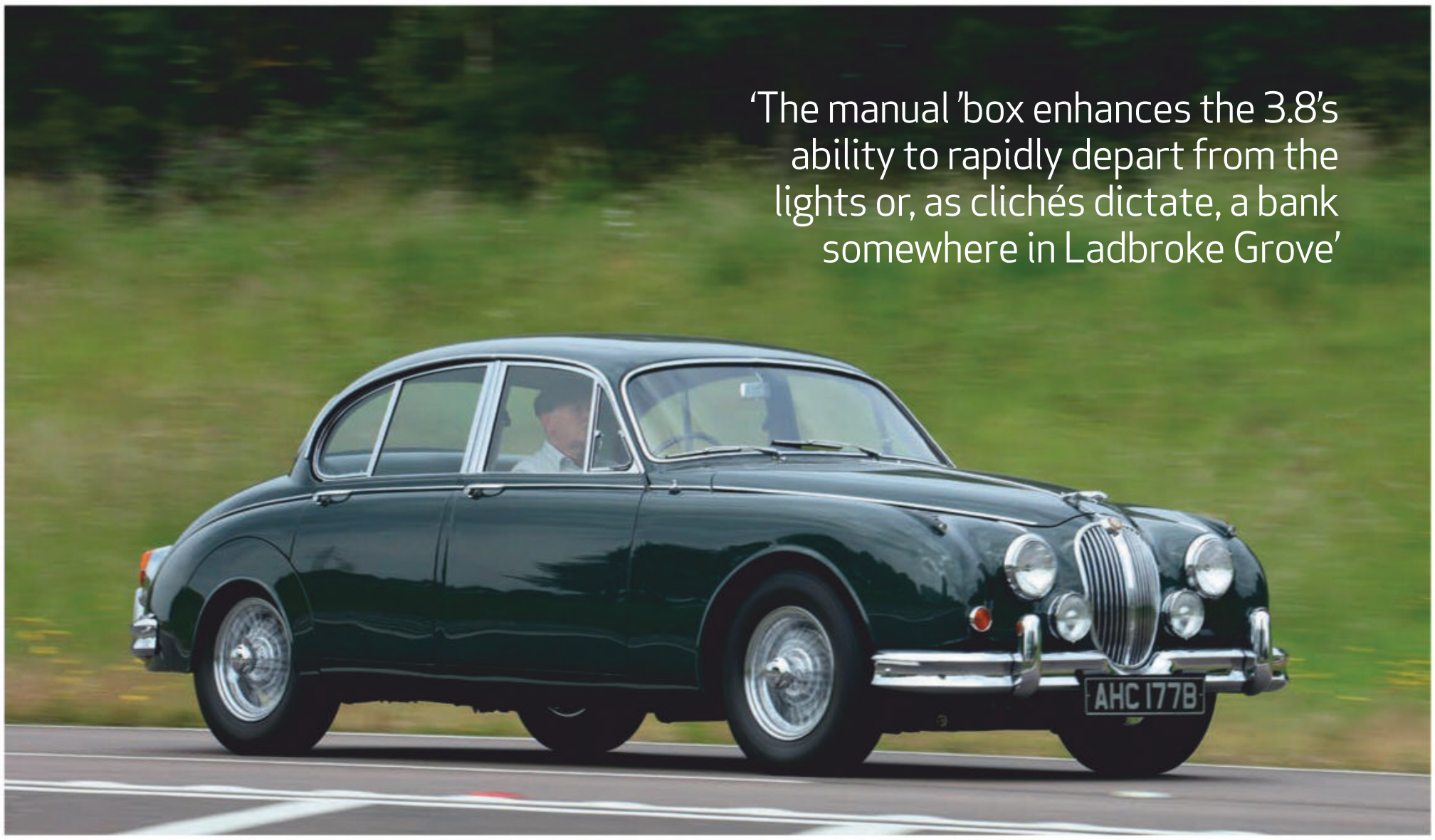
Standard fittings did not extend to such frivolities as winding windows; the average owner would have been unlikely to have been interested in creature comforts.

As Everest points out: "The hood is basically 'here is some canvas, here is a frame'. But at least the 3000 has exterior doorhandles, and my car was specified with a heater. The 3000 can feel very heavy around town because of the Cooper

AUSTIN-HEALEY 3000 MkI

Sold/no built 1959-'61/2825 (BN7)
Construction steel box-section chassis, steel and aluminium body **Engine** all-iron, ohv 2912cc 'six', twin SU HD8 carbs; 124bhp @ 4600rpm; 162lb ft @ 2700rpm
Transmission four-speed manual with overdrive, RWD **Suspension: front** independent by wishbones, coils, anti-roll bar **rear** live axle, radius arms, semi-elliptic leaf springs, Panhard rod; lever-arm dampers f/r
Steering cam and peg **Brakes** discs/drums
Length 13ft 1½in (4001mm) **Width** 5ft ½in (1537mm) **Height** 4ft 1in (1245mm)
Wheelbase 7ft 8in (2337mm)
Weight 2520lb (1143kg) **0-60mph** 11.4 secs
Top speed 114mph **Mpg** 21
Price new £1168 **Now** £30-70,000

Clockwise from top: the archetypal Austin-Healey colour scheme; 100/6's standard 'crinkle' front grille was carried over; 29D engine replaced the 26D; signature piping of simple interior



‘The manual ’box enhances the 3.8’s ability to rapidly depart from the lights or, as clichés dictate, a bank somewhere in Ladbroke Grove’







cam-and-peg steering, but on the open road the Austin-Healey is magnificent. The optional Laycock de Normanville overdrive is almost essential for motorways because it drops the revs and makes it far more comfortable.”

The ‘Big Healey’ carved its own niche in the British sports car market, and part of its appeal is that it is a car in which a flying jacket is almost required wearing. Sixty years ago, there can have been few more thrilling experiences than achieving 0-100mph in 31 secs with the roof down.

Meanwhile, for those in need of a saloon that was as suited to the directors’ car park as it was to a 125mph dash to Towcester Racecourse, there could be only one choice of new car: the Jaguar Mk2 3.8. The Mk2 has been a cornerstone of the classic car world for so many years that it is a pleasure to revel in its sheer presence. “It’s a 360º car,” says Trevor Aitken, owner of ‘our’ 1964 Opalescent Dark Green example. “You can look at it from any angle and it is always beautiful. One of the aspects of the Mk2 that most appeals to me is the shape and that purity of line.”

The history of ‘Project Utah’ is almost as well-known as the car itself. Browns Lane commenced work on a successor to its 2.4 and 3.4 saloons in 1958, modernising the cabin, vastly increasing the glass area and widening the track. To compensate for the revised car’s extra weight, the Mk2 was offered with a 3781cc version of the famous XK straight-six engine. It made its debut on 2 October 1959 and, in the words of *Motor Sport*: ‘Such a car is virtually *sans* rivals.’ Certainly there was no equivalent Rover; BMC never developed a Riley or MG-badged competitor; and the Rootes Group offered no real heir to the Sunbeam MkIII.

Aitken had craved a Mk2 since he was 16, and finally acquired his 3.8 in 1989. Jaguar’s Malcolm Williams undertook intensive chassis repairs and John Wilding rebuilt the engine. The car went into storage in 1994 and in 2015 was taken to Dovedale Garage for refurbishment. After two years’ work, the Jaguar looked fit to grace any West End showroom: “It was everything I had dreamed of and more.”

Aitken’s car lacks the optional power-assisted steering and, although urban driving can be challenging, that does have its benefits. “It feels more solid when you are travelling at M1 speeds,” he says. “The manual steering feels tighter and allows you to more effectively hold your line. Once on the move, the handling is absolutely fantastic – and that small badge on the rear bumper told everyone that all-round discs meant it would stop rapidly, too!”

JAGUAR Mk2 3.8

Sold/no built 1959-’67/30,141
Construction steel monococque
Engine iron-block, alloy-head, dohc 3781cc ‘six’, twin SU HD6 carbs; 220bhp @ 5500rpm; 162lb ft @ 2700rpm
Transmission four-speed manual with overdrive, RWD **Suspension: front** independent by semi-trailing wishbones, coils **rear** live axle, trailing links, quarter-elliptic leaf springs, radius arms; telescopic dampers f/r
Steering Burman recirculating ball
Brakes discs, with servo **Length** 15ft ¾in (4591mm) **Width** 5ft 6¾in (1695mm)
Height 4ft 8½in (1432mm) **Wheelbase** 8ft 11⅜in (2717mm) **Weight** 3192lb (1448kg)
0-60mph 8.5 secs **Top speed** 125mph **Mpg** 21
Price new £1779 (‘59) **Now** £18-36,000

Clockwise from main: Mk2 is pretty from every angle, reckons owner Aitken; the 3.8 was for ‘those who require the utmost in performance’; engine was bored out to 87mm; green leather matches exterior









The 3.8 came with a limited-slip differential, and Aitken's Mk2 is one of the last examples fitted from new with a Moss gearbox. "It had a full-synchro 'box when I bought it," he explains. "But when I entered the car into a concours I was told that I had to return to the original set-up. It is not as easy to use but it is authentic."

The manual 'box enhances the 3.8's ability to rapidly depart from the lights or – as clichés dictate – a bank somewhere in Ladbroke Grove, and like the Healey the Jaguar is equipped with overdrive. All the while is the musical accompaniment of the XK motor and that transmission whine. "I was told that if it isn't making that noise, it isn't working properly," laughs Aitken.

And finally, to the M1 itself and the cars tasked with maintaining law and order. The Preston Bypass, opened on 5 December 1958, was the country's first motorway, and the next development was to create a network of speed-limit-free highways that would radiate from the capital. By the early part of the following year Laing Construction was obliged to issue a warning of the perils of using the works as a racing circuit.

Once the new 72-mile high-speed route was opened, police officers were kept busy dealing with vehicles that were simply too venerable for even a rural lane – the first MoT test would not take place until 1960. On one occasion, Bedfordshire Constabulary was confronted with a car that had shed its entire engine on to the Tarmac. People would reverse or even walk along the M1, ignoring the advice of the series of inadvertently hilarious safety films narrated by Jack Warner. A bounder in a Ford Zodiac attempting a U-turn highlighted the lack of a central barrier, as well as displaying some excellent B-feature melodramatics. However, as Joe Moran notes in his indispensable *On Roads: A Hidden History*, the police were the worst offenders – civilians were often simply copying their example.

The police forces of counties traversed by the M1 employed fleets of Ford Zephyr MkII Farnham Estates, among other cars, and Ford counts this 1961 Hertfordshire Constabulary car among its heritage fleet. The 'Three Graces' – MkII Consul, Zephyr and Zodiac – took a bow in 1956 and the Zephyr was a popular choice of police vehicle by the end of the decade. The estate-car conversion, undertaken by ED Abbott of Farnham, provided enough space for any amount of equipment, such as a puncture-repair kit, 12 cones, a tow chain, red-domed battery lamps, a first-aid kit, orange waistcoats, a broom, shovel, fire extinguisher, warning signs and a spare tin of petrol. The last-named was for

FORD ZEPHYR MkII ESTATE

Sold/no built 1956-'62/5643
Construction steel monocoque
Engine all-iron, ohv 2553cc 'six', single Zenith carb; 85bhp @ 4440rpm; 133lb ft @ 2000rpm
Transmission three-speed manual, optional overdrive, RWD **Suspension: front** independent, by MacPherson struts, anti-roll bar **rear** live axle, semi-elliptic leaf springs, lever-arm dampers
Steering recirculating ball
Brakes hydraulic drums (optional discs/drums with servo from 1960) **Length** 15ft ½in (4585mm) **Width** 5ft 7in (1702mm)
Height 5ft 1⅞in (1572mm) **Wheelbase** 8ft 6in (2641mm) **Weight** 2838lb (1287kg)
0-60mph 18.7 secs **Top speed** 88mph **Mpg** 23
Price new £1010 **Now** £25,000

Clockwise from top: Zephyr proved a popular traffic car; Minister of Transport Ernest Marples orders the opening of the M1 via a Zephyr's radio telephone; 85bhp 'six'; American-inspired interior



'The patrol fleet captured the imagination of the public to the extent that Corgi issued a diecast model of the Farnham Estate'

the many who did not appreciate the effect of continuous high speeds on fuel consumption.

The Zephyrs were in continuous use on the M1, and errant motorists would sometimes be startled to receive a booming rebuke from the loudhailer. The two-way radio frequently encountered blank spots, and a fully laden boot made exceeding 70mph difficult. The Farnham's rear end was prone to breaking away on wet surfaces, due to the combination of the extra weight over the axle and the crossply tyres, while the inefficient vacuum wipers were anachronistic.

To most Britons, however, the Farnhams were an exciting, almost quasi-American presence. A white-liveried police car was unusual for the period, and the colour scheme was chosen to increase the Zephyr's role as a highly visible deterrent. The patrol fleet captured the imagination of the public to the extent that Corgi issued a diecast model of the Zephyr Farnham, while one newspaper report compared them to the cars in the American television series *Highway Patrol*. To see the blue lamp flashing in the rear-view mirror would be to imagine that you were travelling along the Interstate 5.

This particular example also illustrates the dangers faced by police crews because it suffered major accident damage while in service. In 2005 the Zephyr was donated to Ford Heritage by the Hertfordshire Historical Society and its restoration was undertaken in collaboration with the apprentices from a local college. It serves as a testament to the officers who served in the M1's early days, dealing with RTAs, misguided hitchhikers, no overhead lighting or fog warnings, and a hard shoulder so narrow that a stricken lorry would protrude into the carriageway.

The Ministry of Transport established a temporary speed limit of 70mph on 22 December 1965, which became permanent in 1967 – the year that both the Mk2 and Healey ceased production. Bringing them together at Ford's Dunton Technical Centre recaptures the excitement of the early days of the M1, from the sounds of six-cylinder engines at full chat to the expanses of roadway that would have seemed utterly alien 60 years ago. As *The Observer*'s Tony Brooks wrote: 'This broad six-lane throughway, divorced from the countryside, divorced from the towns and villages, kills the image of a tight little island full of hamlets and pubs.'

Today, the idea of London Transport arranging buses to the M1 for tourists seems faintly bizarre, but in 1959 even those Calvert and Kinneir blue road signs appeared to anticipate another country. 'The arrival of the motorways transformed the roads into a place of pure mobility,' wrote Moran, while others gloomily regarded them as further examples of how the quaint and the eccentric were slowly giving way to the planned and the rational. In reality, the Britain of steam engines and James Robertson Justice films would co-exist with shopping precincts and concrete office blocks for years. The Austin-Healey and the Jaguar reflect this sense of transition; their designs harked back to the early 1950s and certain aspects of their details, such as the starter buttons, appeared almost vintage by the late 1960s.

Yet these were cars that belonged on the M1, for the 3000 and the Mk2 are not just cars of utter magnificence, they are examples of how automotive tradition could seamlessly adapt to the challenges of a new age. The approach of a police Zephyr Farnham in your mirror, meanwhile, reinforced the impression that you were piloting your secondhand E-series Vauxhall Wyvern into the future.

Thanks to *Trevor Aitken; Steve Everest; Dan Alcock at Ford Heritage; the Austin Healey Club (www.austinhealeyclub.com); The Mk1 & 2 Register of the Jaguar Drivers' Club (www.jaguardriver.co.uk)*

RUNNING RINGS AROUND THE COTSWOLDS

Joining the Auto Unions and DKWs of Europe for the 46th Auto-Union International, held in August

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JOHN BRADSHAW**

Every year since the mid-1970s, the International Auto-Union Rally has been held in a different European country as a way to celebrate the widespread fascination for these front-wheel-drive, two-stroke cars with their smooth-sounding three-cylinder growl and signature blue smoke.

Last year it was Switzerland, this year the UK, and who better to organise the 46th edition than Britain's leading collector, Fredrik Folkestad?

"We had 130 entries, about 115 cars and 15 motorcycles," says Folkestad, who loaned examples from his own large and growing collection of DKWs and other oddities to those who were coming from too far afield to bring their own.

The variety in attendance was an indication of the complex history of DKW, which started out building 'bikes and didn't get into making cars until the end of the 1920s. In 1932, it became one of the four rings of the Auto Union group, in which the modern Audi has its origins.

The first of the post-war cars were two-cylinders, but the triple made a return in 1953 in the same streamlined body. Two- and four-door saloons, a three-door estate and a rare cabriolet were built through to 1958, when a revised shape with wraparound 'screens ushered in the first post-war use of the Auto Union name in a more upmarket 1-litre model, still with a separate chassis. These 85mph cars had a decent competition life: Jim Clark cut his racing teeth in one.

Right through to 1966 and the end of the F102 (first of the unitary models, with a hint of Audi about it), the marque maintained its love affair with two-stroke power in these nicely made cars. They were always rare in Britain due to their high price – although the UK DKW Owners' Club dates back to 1951, when many of the pre-war models were still in daily use.

Almost 300 people attended from 11 nations, headquarters for the rally being the Royal Agricultural University near Cirencester. "People came from as far away as New Zealand and South Africa," says Folkestad. "Most drove to the rally: the award for furthest travelled went to an Austrian who'd driven more than 1000 miles."

Most owners are hands-on with these cars and they are easy to work on. When 21-year-old Robert Korstain's car developed engine problems, it looked as if he would have to abandon his break in Cornwall… Enter Folkestad: "I got a call on Sunday evening asking for help, and fortunately I had a refurbished crankshaft on the shelf. Robert came to my workshop on the Monday, took the engine out, stripped it and replaced the crankshaft. The engine was then reinstalled and the journey continued."

The event had been three years in the planning and was deemed a great success, particularly the highly researched Saturday afternoon road run around the Cotswolds' lesser-travelled lanes that one participant from Germany described as "driving in a dream".

Dan Kodesh

1958 DKW/AUTO UNION 1000S

Dan Kodesh travelled from Stansted with his friend Jason Barlow, TV presenter and writer. He was having trouble with the column change in his 1000S – the high-compression 50bhp version of the definitive 'curvy' DKW – but found a new plastic bush among the spares on offer to, hopefully, cure his gear-shifting ills.

"I collect baby Fiats and microcars – and this is one, technically, because it's under a litre," he says. "It's the biggest microcar I could find. They sound amazing and it sort of fitted in with my collection. I don't use it much – in eight years I have done 300 miles – so this has been an adventure. It was failing in many ways: I nearly had to tell my passenger to get out when we were going up a hill. It sounds like a bag of nails compared to some of the others here. It's an original UK car, a 1958 with a later body on it. I ignore it for long periods, then I get it out and fall in love with it again. This trip might inspire me to sort it properly."



Shapely 1000S pair takes to the entertaining roads of the Cotswolds as part of the varied and eclectic celebration of all things Auto Union and DKW



Tommy & Doris Weiss

1964 DKW F12 ROADSTER

The DKW Junior, latterly the F11 and F12, was introduced in 1959 as a smaller, cheaper companion model to the 1-litres with a boxier, more modern two-door body style and engines of between 741 and 889cc. Around 300,000 of them sold through to '65, when the German public began to fall out of love with smoky two-strokes. The F11 and F12 pioneered disc front brakes, all-synchromesh 'boxes and even an optional semi-automatic Saxomat clutch, but the late F12 convertibles are the rarest and most desirable, with 43bhp and up to 85mph. "I like driving with the hood down and the column change is fun," says Tommy Weiss as he unpacks a selection of spares on to a fold-out table. He is the son of Stuttgart DKW specialist Willy Weiss: "He works on DKWs every day but couldn't come. My favourite DKW is the Munga, which I use at home. These? They are fairly rare. We have done 1000km with no problems."

And who is the grumpy young lady in the passenger seat? "I'm here with my sister, Doris; she's not really a fan of old cars!"





John Gallagher

1963 DKW MUNGA 4

These snub-nosed four-wheel-drive off-roaders were a decent success for Auto Union, with nearly 50,000 built in a 12-year run. They were popular with the German border police, NATO and the Dutch Army, which is where this one came from.

"I purchased it in Scotland," says Northern Irishman John Gallagher. "It's a two-stroke with a 24V electrical system and it's hard work to drive, especially with the off-road tyres. The 'screen drops down and it has two wiper motors so you can use them individually. It's a four-speed, with high and low ratios and a crawler gear, and there's a hand pump for the fuel if your pump goes. It should have a shovel and axes, plus steel plates underneath – and I don't have the canvas doors with plastic windows. I brought it on a trailer; I wouldn't like to sit in it for 350 miles!"



Above right: colourful display showcases the variety of body types. Right: Universal leads a 'bike, where it all started



Alfred Albiez

1939 DKW F8 MEISTERKLASSE LUXUS CABRIOLET

All pre-war DKW Meisterklasse models were two-cylinders, but they established the principle of two-stroke engines and front-drive. This pretty Luxus cabriolet by Baur looks like a mini Horch, which is not unreasonable because the two were both part of the Auto Union group. "I took it from Austria to Düsseldorf on a trailer," says Alfred Albiez, "but my wife and I drove it to England.

"It is a 1939 car and one of only 527 with this Baur cabriolet body. [Factory heritage department and parts store] Audi Tradition only knows of six or seven survivors – I don't think there are any in the UK and I have only seen two in Germany.

"I restored this Luxus myself two years ago. It is the two-seater with the more rounded hood and the 700cc two-cylinder with 20bhp – and that is the big engine!"

Ron de Louw

1962 AUTO UNION 1000SP

First seen at Frankfurt in 1957, the 1000SP is the most glamorous of the DKW/Auto Unions. Only 1740 convertibles with this Thunderbird-like body by Baur were built of the 6400 total. Mechanically it's 1000S, but with an extra 5bhp.

Ron de Louw (on left, with wife Jet and friend Harry Boers) is a long-term member of the Dutch club and a DKW driver since his student days: "It's a car people have tended to keep and restore. These are the most valuable of the Auto Unions and DKWs, so the survival rate is good – but parts special to the SP are hard to find. It was quite a handmade car and spare panels tend not to fit."

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Ulrich Mayer

1954 DKW F91 LIMOUSINE

DKW had a problem with names in the early '50s, which makes unravelling the various models challenging. Essentially, the first post-war three-cylinder 903cc cars were known as the Sonderklasse, F91 being an internal project number that followed on (fairly) logically from the F9, the pre-war prototype that had fallen into the hands of the East Germans. To add to the confusion, an alternative name is the 3=6 range, the logic being that DKW's two-stroke worked harder than a four-stroke and was as smooth as a 'six'. Limousine, in this case, means saloon, but there were also pillarless coupé, Kombi estate and convertible variants.

"The car is not restored, it's original," insists Mayer, whose collection includes a cabriolet Sonderklasse and a Universal. "It was bought by a man who only used it on Sundays to go to church and only in the summer. He used it for one holiday. I bought it 20 years ago from his widow, showing just 34,000km. It had been standing for 10 years in a garage – the widow told my dentist it was for sale."

Dave Diamond

1960 AUTO UNION UNIVERSAL

This rugged utility variation on the DKW theme, with side-hinged rear door and folding seats, was popular in Europe but rarely seen on the roads of Britain. This one was originally from South Africa, where they were assembled locally and there is a strong following for 'Deeks'.

"I got it 2½ years ago and it's a lot of fun," says Dave Diamond from Brighton. "I bought it because I have a thing for two-strokes – I have a Saab and a DKW F102, although it's not on the road. This one has the suicide doors, which they always had on the Universal. This car is supposed to have a 903cc engine, but I think it is running a 1-litre unit. There are things to do, but it is all working. Parts can be a struggle, but the longer I own it, the more leads for bits I have."



Above left: DKW stuck by its distinctive two-strokes. Left: a 1000SP in the picturesque grounds of the university, which was the focal point of the rally

BLUE-SKY THINKING

There were no glass ceilings for millionaire playboy and oil magnate Nubar Gulbenkian, but that didn't stop him having one installed in his Mercedes W100

WORDS **GREG MACLEMAN** PHOTOGRAPHY **OLGUN KORDAL**



There’s something strangely menacing and distinctly *film noir* about the Mercedes-Benz 600. It’s difficult to even look at one without imagining that hydraulically-assisted boot snapping shut on you like a gin trap, tyres slithering on the rain-soaked cobbles of an Eastern European capital as you’re spirited off into the night.

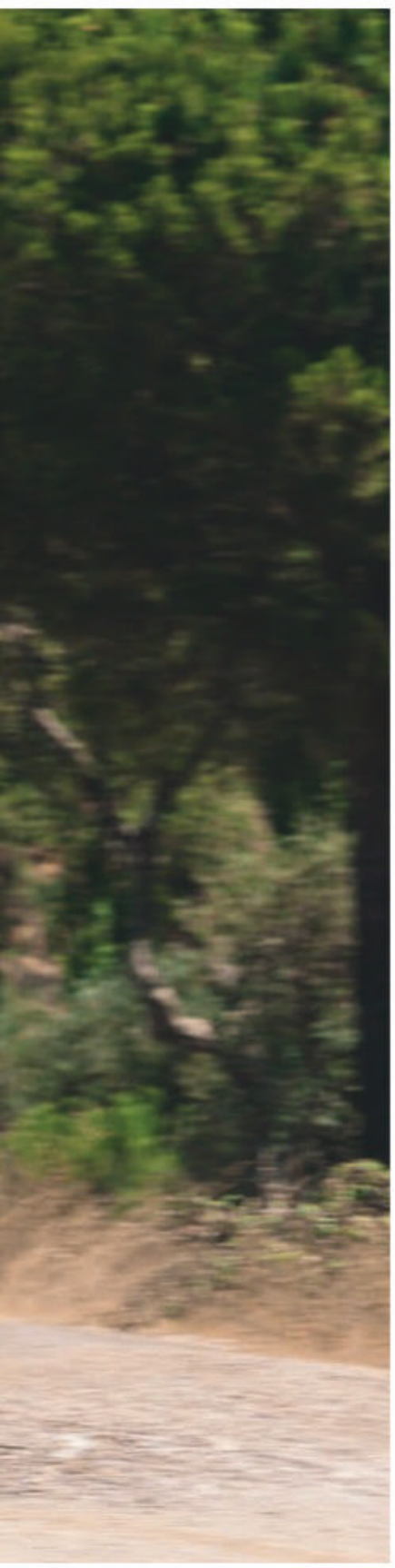
But while the Grosser Mercedes proved a firm favourite of every tinpot dictator and third-world despot, from the cannibalistic Idi Amin to the war-mongering Saddam Hussein, it wasn’t solely the preserve of tyrants and fascists. For the celebrity in the 1960s and ’70s, nothing announced your arrival quite like this ostentatious Benz. Notable owners who didn’t subjugate entire peoples included peace-loving beatnik John Lennon, fashion icon Coco Chanel, and even a silk-robed Hugh Hefner; whether you wanted Bunnies in the back or dissidents in the boot, it was the ultimate status symbol throughout its 18-year production run.

Nubar Gulbenkian, the first owner of this example, counted himself in the second group following his own innocent brush with despotism – as a child he escaped Ottoman Sultan Abdul Hamid II’s persecution of the Armenians. Educated at Harrow and later Cambridge, Gulbenkian was by all accounts an international playboy, known as much for his impeccable manners and enthusiasm for the institution of the English gentleman as his love of the good things in life. The dashing and flamboyant oil magnate was rarely seen without his monocle or a fresh orchid in his buttonhole, a taste for the eclectic that extended to a fascination with fast, luxurious and rare automobiles.

That a W100 would eventually pass through his hands was never in doubt. Setting out its stall in 1963, the 600 picked up where the 300d ‘Adenauer’ had left off as a luxurious express for the great, the good and otherwise, a favourite of politicians and movie stars the world over. The limousine is perhaps the only car of the era to rival the likes of Rolls-Royce and Bentley for comfort and performance. Once the world’s

MERCEDES-BENZ 600

Sold/no built 1963-’81/2677
Construction steel unitary
Engine iron-block, alloy-heads, sohc 6332cc V8, mechanical fuel injection
Max power 247bhp @ 4000rpm
Max torque 369lb ft @ 2800rpm
Transmission four-speed automatic, driving rear wheels
Suspension independent, at **front** by double wishbones **rear** low-pivot swing-axles, radius arms; self-levelling air suspension, rubber springs f/r
Steering power-assisted recirculating ball
Brakes discs
Length 17ft 10½in (5450mm)
Width 6ft 5in (1950mm)
Height 4ft 11in (1500mm)
Wheelbase 10ft 6in (3200mm)
Weight 5732lb (2600kg)
0-60mph 9.3 secs **Top speed** 127mph
Mpg 11.8
Price new DM82,000
Price now €300-400,000



Clockwise from left: despite its heft, the 600's performance figures are impressive; huge 6.3-litre M100 V8 first appeared in the 600; wood dash is covered in leather, another unique feature of Gulbenkian's Chapron

most expensive car, the 600 was a statement of intent as much as a means of getting from A to B.

Gulbenkian was no stranger to luxury cars, having owned a string of Rolls-Royces of a particularly unusual flavour – including a few that the firm was decidedly uneasy endorsing. Among the most spectacular was a Hooper-bodied Silver Wraith with a vast glass roof that the *bon vivant* used while touring the Côte d'Azur, and which eventually found its way into the basement of a nightclub in Nice.

In 1966 Gulbenkian approached Mercedes with a request that a similar full-length transparent roof be fitted to a new 600 sedan. Much to his consternation Mercedes baulked at the idea, claiming the modification would compromise the structural integrity of the big saloon – this despite famed torsional rigidity that gave rise to several open-topped landaulet models. Frustrated with the decision, the oil baron took matters into his own hands by commissioning a standard 600 short-wheelbase saloon via a French Mercedes dealership using a false name.

With his DM82,000 prize now acquired, Gulbenkian tasked Parisian coachbuilder Henri Chapron with turning his dream into reality.





The work cost more than the car itself, with the lion's share of the bill attributed to the enormous one-piece Triplex panel spanning the entire length and width of the 600's roof. Gulbenkian specified a fabric shade like the one in his Wraith for shelter when the sun was at its height – though he had originally planned for layered glass with an opaque-fluid-filled cavity to achieve the same effect. The rear seats, meanwhile, could be folded flat to form a double bed so that its owner (and no doubt a few specially invited guests) could gaze at the stars.

The modifications didn't stop there. As with many of his cars, Gulbenkian had the exposed wood clad in hide, necessitating the entire interior be removed from the car, and had a supplementary speedometer, fuel gauge and Speedpilot rally timer fitted to the central divider. The playboy had a penchant for speed as well as luxury; when not at the wheel he would often enjoy the ride from the rear compartment, offering encouragement to his chauffeur, Wooster. In the immediate post-war years he raced a young Alan Clark from Estoril to Sintra, Clark at the wheel of a Jaguar SS100 and Gulbenkian animatedly directing traffic from the rear bench of his Buick Super, one eye on his personal speedometer and the other on the road ahead.

Other details to adorn the interior of the Mercedes-Benz include a well-stocked minibar, and pipe holders fitted to each rear door. Additional glass deflectors were mounted at the back of each rear window to reduce buffeting from the wind while still allowing fresh air in to what must have been a stifling hot cabin. The tiny interior handles seem at odds with the car's scale and bring to mind silver spoons, matching a turned alloy dashboard embellisher – the dash itself is clad in matching hide – and period Becker Mexico TR stereo. Opening the heavy doors reveals the coachbuilder's kickplates covering each sill, adding to the list of delicate French touches that help soften what is otherwise a great anvil of a machine.

Outside, stunning jade green paintwork was specified from new, with a softer pistachio hue for the roof and D-pillars, while Chapron added its customary motifs to each door, plus gold pinstripes that run the length of each flank. Its party piece is undoubtedly the Triplex roof, moulded beautifully to match the lines of the original design. Stress cracks are beginning to appear at each corner, suggesting that Mercedes' engineers were right, but, despite its flaws, the ambitious endeavour was worthwhile. Sitting on the rear bench, the sense of occasion added by the transparent ceiling is almost indescribable. You feel as though you're lounging in the back of a plush rowing barge gliding along the Nile; to do so at night on the winding roads of St Tropez or Monte-Carlo must have been truly magical.

Gulbenkian was no doubt drawn to the Mercedes for its performance credentials as much as its interior appointments. The outgoing Adenauer's straight-six would never have done justice to the 50% weight increase of the Grosser, so engineers employed an all-new 6332cc V8 with single overhead camshaft per bank, mechanical fuel injection and an output of 247bhp. And while around 50bhp of that total was devoted to powering the 600's hugely complex 150bar hydraulic system, which controlled the seats, windows and even the boot-lid, what remains is enough to propel the

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LIS/H/CSC/FP

heavyweight Benz to 60mph in less than 10 secs and on to a 127mph maximum.

With such a focus on the comfort and relaxation of its passengers, the intimidating rumble of later Mercedes V8s is instead a muted exhaust note from which you are further insulated when inside the car. The four-speed automatic gearbox is operated by column change and there's a soft mechanical thud as drive is engaged and the Mercedes begins to waft gently along. In contrast to its oil-tanker six-door stablemates and gargantuan Pullman cousins, the 600 feels quite manageable in short-wheelbase specification, and sits high with a commanding view of the road ahead; by modern standards it could almost be considered narrow.

Though complex, the famed air suspension combines well with front double wishbones and rear low-pivot swing-axles to endow the 600 with a world-class ride that effortlessly smooths the ruts and bumps of rough Portuguese roads. It's even more effective when pressing on, gamely doing its best to limit body roll and offering greater levels of grip than you have any right to expect given its 2600kg dry weight. It takes a judicious stab of the organ-type accelerator to break the Mercedes' air of calm togetherness, but, when you do, the rear wheels lose traction quickly and something of a growl is finally teased from the vast eight-pot engine. Despite all the inertia of a newly classified planet, the 600 proves majestic on the charge, riding the rough surface with smoothness and taking corners with a composure that belies its dimensions.

As unexpectedly engaging as the Mercedes is as a driver's car, there's no doubt that it's best experienced from a passenger's perspective: in the case of its first owner, with a glass of Dom Perignon in hand, cossetted by the hides of a small herd and the smell of smouldering tobacco.

Gulbenkian drew the short straw when his father died, inheriting just $2.5m of the $420m family fortune following a bitter court battle over the younger charging a plate of chicken in tarragon jelly to petty cash while working for his father, despite drawing no salary. Before his own death in 1972, the collector broke with miserly family tradition and gifted the unique 600 to his loyal gardener, who shipped the car home to Portugal. It remained there, locked away, for 30 years. Despite spending so long in isolation, the Mercedes shimmers with the memory of moonlit drives along the French Riviera.

Among even the most glamorous luxury conveyances, the Mercedes-Benz 600 stands as a true colossus. In terms of technological advancement, engineering prowess and sheer opulence, the W100 led its class for nearly 20 years and became one of the firm's most long-lived models. This particularly special example, a rarity among rarities, reflects perfectly the extravagance and boundless ambition of its first owner, whose lust for life and insatiable appetite for its finest distractions would have given the Greek gods a run for their money. In their lifetimes, both man and machine remained without equal.

Thanks to *RM Sotheby's (www.rmsothebys.com)*





Clockwise from main: 600 is 17ft long yet surprisingly slim; pistachio-coloured pillars contrast with darker body; Gulbenkian's bespoke interior matches speed with style, including instruments and timers

Clockwise from main: Chevrolets are most numerous in the 80-strong collection; exhibits extend beyond just cars; '56 is one of three DeSoto Golden Adventurers; 1970 Dodge Charger 440 R/T; a handful of cars for sale line up outside the museum

YANKEE DOODLE SCANDI

One Swedish family's collection has multiplied so rapidly it has created one of Europe's largest museums dedicated to big and colourful American metal

WORDS & PHOTOGRAPHY **SIMON DAVIS**

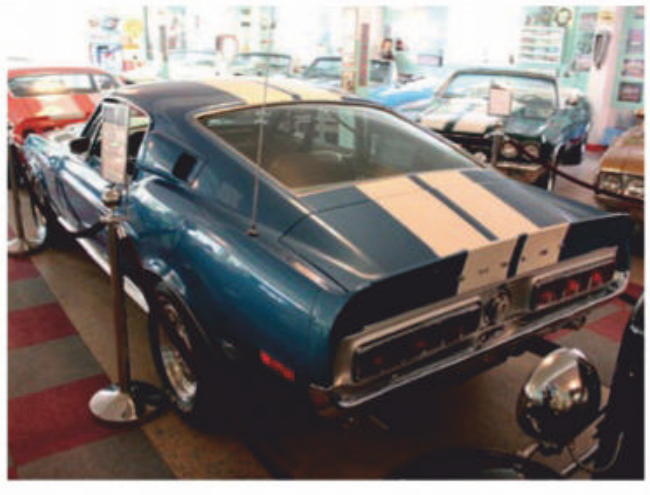
Against all expectations there is a museum off the beaten track, south-west of Stockholm, that claims to be the largest in Europe dedicated to American cars. Entering the three-storey building, situated in the heart of a nondescript industrial estate in the peaceful Swedish countryside of Tumba, it is easy believe that boast.

The 3000m^2 space is packed with almost 80 cars and every nook, cranny and wall is festooned with automobilia, neon signs, models, jukeboxes, film posters, images of Elvis and Marilyn Monroe, plus the odd Harley-Davidson. It's a Nordic cornucopia of American culture.

But World of Classics is no random collection of old Detroit iron. The focus is the 1953-'72 era, although a grand 1946 Cadillac Series 62 Cabriolet is a welcome interloper. You will not find any ugly Federal safety bumpers here, only unadulterated chrome. Astonishingly, it all started just four years ago when successful entrepreneur Leif-Ivan Karlsson decided to turn his collection into a museum. He began with two cars and within nine months he had acquired 79. This passion for classic American cars is shared by the whole family and the day-to-day management of the museum is handled by son Tony. He personally welcomes visitors to the family museum with his engaging enthusiasm and obvious knowledge, taking justifiable pride in the quality of the examples on show.

For the Karlssons, it is important that every car is the best it can be, with pedantic attention paid to original specifications down to the colour of the engine-bay cables and the original manufacturers' stickers. The majority of the cars are





Top: Ford Fairlane 500 Galaxie Skyliner, with retractable hardtop, sits among a whole host of American drop-tops. Left: impressive muscle-car line-up includes Shelby Mustang GT500



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sourced directly from the USA, where the family has a depot in Fort Lauderdale, Florida. Apart from looking for new models, existing cars are replaced if a better one can be found in terms of a more desirable specification or colour.

Most museums have a shop that sells souvenirs, but World of Classics goes one better by offering actual cars for sale. A taste of the available stock is parked outside, with the rest of the 40 or so cars in various adjacent warehouses.

As you tour the museum to the accompanying sound of Doo-wop, the order of the displays is striking. On the ground floor can be found an immaculate line of five Corvettes, hemmed in on one side by Chevy Bel Airs and Impalas and on the other by an eclectic array of fascinating station wagons. Muscle cars are also grouped together on the same floor, including a lurid green Dodge Charger 440 R/T SE and an orange and black Dodge Challenger 440 R/T Six Pack, both from 1970. The Blue Oval is represented by a 1968 Shelby Mustang GT500, while a rival – and highly desirable – 1969 Chevrolet Camaro RS/SS also catches the eye.

On the second floor can be found the Chrysler 'letter cars' from B to H and various late 1950s/early 1960s Cadillac Eldorados sunk low on their air suspension, plus a sea of convertibles of all makes. The brash hues, razor-sharp chrome embellishments, rocketship lights and artistic model scripts speak of another age.

It is appropriate that such large cars bear grand names such as Fairlane 500 Galaxie Skyliner, Roadmaster Skylark and Sport Fury Golden Commando. The Ford Fairlane on show is a movie star, having appeared in the '59 Swedish-American pop-culture film *Raggare!*

'Most museums have a shop that sells souvenirs; World of Classics goes one better by offering cars for sale – a taste is outside'

Clockwise from below: US-style diner fits in perfectly; vast 1959 Plymouth Fury with 1960 variant alongside – two of the three Plymouths; Chevy Bel Airs, including the first badged Impala; period petrol pump among the automobilia hoard



After enjoying such visual impact, the third floor offers a place to sit down on one of the car-boot sofas and have a coffee. There are also American diner-style chairs and tables, plus a stage and dancefloor. Indeed, many car clubs from across Scandinavia, Holland and Germany descend on this hidden haven for meetings.

Despite the attraction to staunch petrolheads, Karlsson is quick to point out that the objective of the museum is to appeal to all the family and inform the uninitiated. Looking around at the *crème de la crème* of American classics and a fantastic collection of memorabilia, it is hard to see how anyone could fail to be moved by such a splendid automotive experience.

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“This car figures in every adult memory somewhere. I’ve had other cars since, but this has been my constant”

Nearly 50 years ago Stewart Payne bought a tatty Wolseley 4/44 and it’s still in use now, every week

WORDS **JON PRESSNELL** PHOTOGRAPHY **OLGUN KORDAL/STEWART PAYNE**





Above: car and owner have had an up-and-down time together, not least on the trip to Lake Garda in 1975 when a halfshaft broke. Right: patchy 4/44 front and centre in a scene from Dover, circa 1974



Stewart Payne's neighbours offered him their Wolseley 4/44 in 1970 when he was learning to drive. "It had been rubbed down for a respray that had never happened," he recalls. "It had new sills but they were still in primer and just riveted in place. There was rust in the wings, the doors were different colours and the wheels different colours. It had a few months left on its MoT and they didn't think it was going to pass its next one.

"So they knocked on the door and said: 'If Stewart wants it, for 15 quid he can have it.' I just loved it. All my mates were getting Minors, Minis or Austin A40s and this was different. It had a faded elegance to it. The headlining was sagging, the seats had collapsed, there was rust everywhere and it smoked like a chimney. But you sat in it and you still got that smell of leather, and the walnut dash, all the switches and dials…"

In February 1971 the Wolseley passed its first MoT in Payne's ownership. Since then the 1956 saloon, with modest 1250cc pushrod engine, has been an integral part of his life and the many adventures along the way. "It had about 120,000 miles on the clock," he says, "and I reckon it's probably gone around two and a half times now – but for several years the speedo didn't work.

"In every adult memory, this car figures somewhere. I've had countless other cars since then, but this one has been my constant through my college years, my courting years, my marriage – when stubbornly it refused to start outside the church and I had to get out the handle. Wherever I needed to go, it took me – sometimes it took me there and didn't take me back."

Part of the reason the car has survived, says the retired Surrey-based journalist, is because in the early days he and his father ensured it was properly maintained – with professional help when needed. "The appearance never mattered to me in the slightest," he admits. "It was full of filler, and my Saturdays were spent with a tub of Isopon. I'd go to Halfords, buy a tub and fill in the holes that had appeared in the week. It was mechanically fine. I knew that if you didn't do the basics you were going to be let down. My friend's family ran a garage in Ripley called Methold Engineering – proper engineers. If Chris hadn't been one of my best mates from school it would have been much harder to keep what was really a wreck on the road."

This was necessary, because the 4/44 was Payne's transport when studying in Sheffield and later when he was a cub reporter: "Nobody else had a car like it. I remember weekends out on the Yorkshire Moors with eight people in the car. Then in my first post, on a local paper, I would often go out on a job in the Wolseley. Basically, it was used as my everyday car until about 1976/'77. But after that some of the cars I had weren't very good, so I still used the Wolseley."

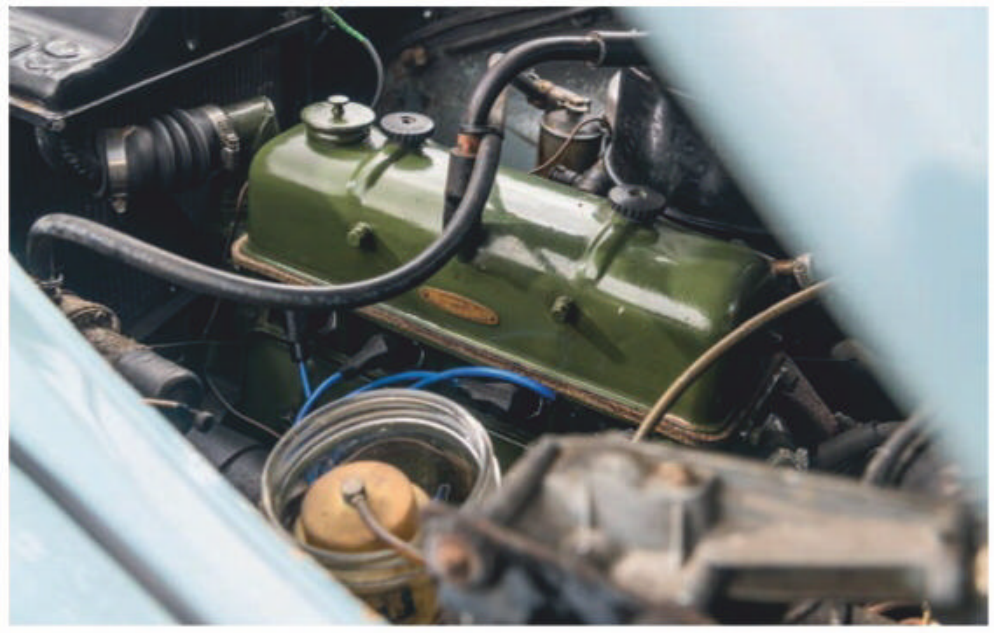
Unsurprisingly, Payne's richest experiences with the car were in his youth. "As a student, I recall breaking down after I'd just come off the M1. My dad came out in his Wolseley 1300 and towed me all the way from Rickmansworth to Woking, by which time his rear subframe was virtually hanging off. We'd had to wrap the tow-rope around the subframe – I think he ended up with a bigger bill to sew the 1300 back together than I did to get my Wolseley back on the road."

Then there were the sundry long-distance escapades: "The first holiday I went on with the Wolseley was the year after I got it, to the Scottish Highlands. I've been around Europe in it many times. In 1975 I had to bring it back from the shores of Lake Garda, where it had broken a halfshaft. I had it towed to a nearby garage and phoned my dad, who said: 'Leave it there. Scrap it. I'll settle up with the garage. It's not worth bringing back.' I refused, and came home by train with my girlfriend. I went to a scrapyard – you could still find Wolseleys in scrapyards then – extracted a halfshaft, and then with a Wolseley 4/44 halfshaft as hand baggage I flew back to northern Italy. I turned up at the garage, they fitted it, and I drove back home.

"I remember one trip to Europe, around 1974. I was with two mates – both of them big blokes – and we were camping, so the car had a loaded roof-rack. We went down into what was then Yugoslavia and into Greece, but going over the Alps it kept overheating. I had taken the radiator grille off to try to aid the cooling. I'm not sure it made any difference at all, and I later discovered half the radiator was blocked. But we went all over Europe with my mate in the back seat clasping a chrome radiator grille.

"Of course, the Wolseley had that illuminated badge on the grille. So when I took off the grille I'd wrapped the wire that takes the current to the badge around a bit of bodywork. Then it started to rain and get dark, so I put the lights on and the electrics immediately shorted. The dials were all broken and there was no speedo, just the hole in the dash where it should have been. Smoke started coming through the hole, because the









wiring had caught light. In my panic I stopped, and for some reason I ripped out the ignition key and chucked it out of the window. When I'd realised what the problem was and had put a bit of insulating tape over the wiring – although it was a bit scorched everything worked – it took us about three hours to find the keys, which I'd thrown into the undergrowth half way up an Alp.

"Another time I was going to the Munich Beer Festival and a valve stem snapped on a German motorway. That meant that the valve dropped down and got smashed through the top of the piston. That was the end of that journey. I made an emergency phone call and a family-run garage came out with a tow truck. They put us up for three days while I tried to locate a spare valve and piston. I couldn't, so they put us on the train to Munich and eventually I went back to England by train, found the parts, turned up in Germany and they fixed the car and I drove back. They sent me Christmas cards for years. Stories like that explain why I'm so attached to the car."

Along the way the Wolseley has had a full engine rebuild, in 1974, and a retrim and new chrome in the 1990s. Otherwise it has been left untouched, but for regular servicing and remedial body repairs. So what motivated Payne to hang on to the car? "I think it was because it was different," he says. "That faded glory, that subdued elegance – and because in its decrepit state it had no value whatsoever, so scrapping it wouldn't have earned me a penny. I never intended to have a classic car; it just became one."

Payne's youth experiences mean that he has become well-versed in basic mechanical work: "Out of necessity you become an amateur

Clockwise from left: "It's stately rather than sporting," says owner Payne; seats were re-made 20 years ago, and new carpets fitted; the engine has been rebuilt twice but 'box, steering and rear axle never touched; war-torn grille; tasteful script



AT THE WHEEL OF THE WOLSELEY

Driving Payne's 4/44 confirms that performance is leisurely. But the 46bhp engine, on a single SU, is smooth, torquey and refined, with perfectly adequate pull in third. The long-throw column change is looser than it should be and you can get lost going through the gate – and, yes, the synchromesh has indeed faded. But the clutch is short-travel and smooth, the brakes adequate if rather dead. The rack steering is well-geared and fluid, and the car corners securely without undue roll, while riding comfortably for a car with a simple semi-elliptic, live-axle rear.

As a quietly classy sub-Rover saloon, the genteel 4/44, with its Gerald Palmer design and 'Olde England' leather-and-wood interior, was in its time a well-judged interpretation of marque values and one of the least shameful examples of Nuffield/BMC badge engineering.

Bear in mind, too, that the Wolseley 4/44 of 1952–'56 and its 15/50 successor – with the 1489cc B-series engine – together outsold the more highly-regarded MG Magnette Z-type. That the 4/44 still pleases today might come as a surprise to some. Me? I understand Payne's enthusiasm for his faithful old Wolseley runabout.

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Clockwise from top left: Payne and Wolseley on a camping trip to France in 1974; the 4/44 played a starring role in its owner's wedding in '85 – eventually; navigating the snow of Bavaria in 1980; making a brief stop-off on the way back from Munich

mechanic, because you don't have much money and you need to keep the car going. I know exactly which bit to hit with a hammer; if the fuel pump stops ticking, you go and give it a clunk. The float needle jams? A little tap on the carburettor and chances are that will solve it. There's a confidence, too, in driving a car that you know so well, and knowing that if something goes wrong you can probably fix it by the roadside. Everything makes sense. You can open the bonnet and see how everything works. I don't get fazed by it because there's hardly a job I haven't had to do on the car."

Three years ago the Wolseley was fully rebuilt. "It had reached a point where our village mechanic said he was really struggling to find anywhere to put a weld that was anything like decent metal," says Payne. "So I decided this was the point where I had to start spending some serious money. At the same time I was diagnosed with a major cancer. I realised I needed to get something done, because I didn't want the car to become a problem for someone else. I didn't want my wife to be left with a pile of rusty metal that wouldn't be worth anything. For the first time ever, I went off the road and the 4/44 came off the road at the same time."

One-man specialist Luke Wells of Shere put in new floorpans, wing inserts and sills, and resprayed the car. A friend in the local vintage motorcycle club rebuilt the engine, and Payne's former pub landlord, an ex-BT engineer, carried out a rewire. "It was stripped down but not completely taken apart. It was the rebuild I could afford," says Payne, who out of principle has resisted, for example, refinishing the faded interior woodwork: "It's still got all the knocks, bruises and scars that make it my old car."

"It was stripped down but not completely taken apart – it's still got all the knocks, bruises and scars that make it my old car"



Payne, a member of the Wolseley Register and the Wolseley Owners' Club, has since started to show the 4/44 at rallies and local events. "I'd never felt it was worth taking to a classic car show because it looked like a pile of rubbish," he says. "But more recently I have, I've felt it's putting something back. The Register has a spares coordinator for each model and they've always been prepared to answer any questions. The clubs exist to help and they need the support of all of their members."

Payne has always kept the Wolseley on the road and he still uses it several times a week. There's even a trip to Europe in prospect: "I get pleasure out of driving it. You have to drive them – the job isn't done for you. I have to double-declutch because it's the original gearbox and there's no synchromesh left. But then I took my test on a Fiat 500 and that had no synchromesh in the first place, so I've not missed it.

"It's also ridiculously underpowered. They were used as police cars, and I'm sure any burglar could have run away quicker than any policeman could have given chase in one of these. I find it totally relaxing all the same. I'm at ease driving it, because I know there are certain things you can't do. You're consigned to a steady 55-60mph, for example, and that somehow puts you in a better frame of mind. It just lollops along. Once you've got it going, then as long as there are no hills in the way you're fine.

"There's something very rewarding, too, about still driving the car that I've had ever since I learned how to drive."

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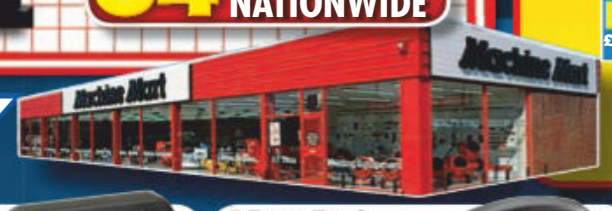


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WBC180	35/180	£139.98	£167.98
WBC240*	45/240	£154.98	£185.98
BC205N	30/200	£179.98	£215.98
WBC400	60/350	£199.00	£238.80
BC520P#	50/510	£219.00	£262.80

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

FROM ONLY £24.99 EX.VAT £29.99 INC.VAT

CB09-12

Keep batteries in top condition over a long period

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah 12V lead acid	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke ARC / TIG INVERTER WELDERS

- Efficient inverter technology
- Variable output current

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

AT165

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
MMA140	20A-140A	1.6-3.2	£119.00	£142.80
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
MMA200	20A-200A	1.6-4	£159.00	£190.80
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

Clarke SOCKET SETS

Top quality chrome vanadium steel.

PRO360

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

ONLY £26.99 EX.VAT £32.39 INC.VAT

LIFETIME GUARANTEE

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm

ONLY £25.99 EX.VAT £31.19 INC.VAT

Clarke BLAST CABINETS

- Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium
- Min. air flow 10cfm
- Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY £10.99 EX.VAT £13.19 INC.VAT

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT

CSB20B

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£279.00	£334.80

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £9.98 EX.VAT £11.98 INC.VAT

MODEL	JACK HEIGHT CAP.	EXC. (mm)	INC. VAT	VAT
CBJ2B	2	148-276	£9.98	£11.98
CBJ3B	3	180-350	£14.99	£17.99
CBJ5B	5	185-355	£17.99	£21.59
CBJ8B	8	190-365	£19.98	£23.98
CBJ10B	10	195-375	£24.99	£29.99
CBJ12B	12	200-380	£27.99	£33.59
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£38.99	£46.79
CBJ30B	30	230-370	£59.99	£71.99

Clarke WORKSHOP AIR TOOLS

PGF14

£26.99 EX.VAT £32.39 INC.VAT

£64.99 EX.VAT £77.99 INC.VAT

BEST SELLER

CAT131

HEAVY DUTY

HUGE CHOICE IN-STORE/ONLINE

Clarke DIAGNOSTICS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

EOBD FAULT CODE READER

MODEL	EXC.VAT	INC.VAT
EOBD Fault Code Reader	£39.98	£47.98
Engine EOBD/OBD2 Fault code reader	£49.98	£59.98
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£99.98	£119.98

Clarke TAP & DIE SETS

- High quality tungsten steel
- Supplied in metal storage case (except 16pce)

FROM ONLY £16.99 EX.VAT £20.39 INC.VAT

TYPE	EXC.VAT	INC.VAT
CHT203 16pce Metric	£16.99	£20.39
CHT302 24pce UNC/UNF/NPT	£21.99	£26.39
CHT303 28pce Metric	£26.99	£32.39
CHT304 33pce Metric/UNF/BSP	£32.99	£39.59
CHT774 37pce Metric	£39.98	£47.98
CHT527 32pce Metric	£48.99	£58.79
CHT775 52pce Metric/UNF/BSP	£56.99	£68.39
CHT776 76pce Metric	£66.99	£80.39

Clarke PRESSURISED SANDBLASTERS

- Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

CPSB100B

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY £139.99 EX.VAT £167.99 INC.VAT

MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC.VAT
CPSB100B	32 litre	6-25 cfm	£139.99	£167.99
CPSB200B	63 litre	6-25 cfm	£169.99	£203.99

Clarke STRUT SPRING COMPRESSOR

SSC1000G

- Foot operated hydraulic powered
- Adjustable for springs up to 400mm dia. & 520mm in length
- Adjustable spring retainers
- Inc. spring retaining guard

1000 KG

£129.99 EX.VAT £155.99 INC.VAT

Clarke GRINDERS & STANDS

- Stands come complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STANDS FROM ONLY £47.98 INC.VAT

FROM ONLY £32.99 EX.VAT £39.59 INC.VAT

With sanding belt
*8" whetstone & 6" drystone

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£32.99	£39.59
CBG6RZ	PRO	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£54.99	£65.99
CBG6SB#	PRO	150mm	£56.99	£68.39
CBG6RWC	HD	150mm	£59.98	£71.98
CBG8W* (wet)	HD	150/200mm	£58.99	£70.79

Clarke CORDED IMPACT WRENCHES

NEW

CEW1100

- Ideal for garage mechanics

INC 17, 19, 21, 22MM SOCKETS & CASE

710 Nm

FROM ONLY £59.98 EX.VAT £71.98 INC.VAT

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW1000 1/2"	1000W	450Nm	£59.98	£71.98
CEW1100 3/4"	1100W	710Nm	£89.98	£107.98

Clarke PRO 7" SANDER/ POLISHER

£69.98 EX.VAT £83.98 INC.VAT

CP185

- Includes hook & loop backing pad and hook & loop wool polishing bonnet.
- 1200W motor

Clarke 2 & 3 TONNE TROLLEY JACKS

FROM ONLY £29.98 EX.VAT £35.98 INC.VAT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ2L	Long	2	£29.98	£35.98
CTJ2000LPB	DIY Low Profile	2	£33.99	£40.79
CTJ2250Q	Quick Lift	2.25	£34.99	£41.99
CTJ2250LP*	Low Profile	2.25	£39.98	£47.98
CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000QLB	Quick Lift	3	£86.99	£104.39
CTJ3QLG	Pro Instant Lift	3	£97.99	£117.59
CTJ3000G	Pro Garage	3	£99.98	£119.98
CTJ2QLP	Low Quick Lift	2	£114.99	£137.99
CTJ1500QULP	Ultra Low Quick Lift	1.5	£156.99	£188.39

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

CAR RAMPS

- Lift cars safely and quickly
- Tough angled steel construction

FROM ONLY £29.98 EX.VAT £35.98 INC.VAT PER PAIR

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£29.98	£35.98
CRW25	2500kg	£37.99	£45.59

UK MADE

Clarke ALUMINIUM RACING JACKS

Clarke RACING

- Quick lift
- Non-marking nylon wheels
- Rubber contact pad - helps protect vehicle undersides

CTJ1250AB

FROM ONLY £94.99 EX.VAT £113.99 INC.VAT

*steel chassis

LOW ENTRY ONLY 85MM

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES

450NM

- 3 forward and reverse gears

powered by Li-Ion

CIR18LIC

FROM ONLY £114.99 EX.VAT £137.99 INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CIR18LIC	2x 2.0Ah Li-Ion	£114.99	£137.99
CIR18LI	2x 4.0Ah Li-Ion	£169.98	£203.98

Clarke CRANES

BEST SELLER

FROM ONLY £164.99 EX.VAT £197.99 INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

- Folding and fixed frames available
- Fully tested to proof load
- Robust, rugged construction
- Overload safety valve

CFC100

Clarke HEAVY DUTY LONG REACH JACKS

CTJ2GLS

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	TONNES	EXC.VAT	INC. VAT
CTJ2GLS	2	£179.98	£215.98
CTJ3GLS	3	£249.00	£298.80
CTJ5GLS	5	£339.00	£406.80
CTJ10GLS	10	£439.00	£526.80

Clarke NEW RANGE BOLTLESS QUICK ASSEMBLY STEEL SHELVING

- Simple fast assembly in minutes using only a hammer

FROM ONLY £29.98 EX.VAT £35.98 INC.VAT

150 KG

SAVE EXTRA 10% WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

ASSEMBLES AS BENCH OR CORNER UNIT

CHOICE OF 5 COLOURS

RED, BLUE, GREY, SILVER OR GALVANISED STEEL

29321LH

PAY MONTHLY

- Over 12, 24 or 36 months
- Purchases over £300
- 12.9% APR, 10% Deposit*

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Clarke JUMP STARTS

FROM ONLY £64.99 EX.VAT £77.99 INC.VAT

Provides essential home, garage and roadside assistance • Integral work light • 910 includes air compressor • Long life battery



MODEL	STARTING BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400	900	£64.99	£77.99
JS1100	500	1100	£69.98	£83.98
910	400	900	£72.99	£87.59
JS1100C	500	1100	£79.98	£95.98
4000	700	1500	£139.98	£167.98
JS12/24	1000	2000	£159.98	£191.98
JS12/24Li	600	1200	£179.98	£215.98

Clarke GARAGES/WORKSHOPS

FROM ONLY £229.00 EX.VAT £274.80 INC.VAT

IDEAL ALL-WEATHER PROTECTION



- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof cover • Heavy duty powder coated steel tubing
- Ratchet tight tensioning



*was £346.80 inc. VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020*	6.1 x 3 x 2.4M	£279.00	£334.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

Clarke MICRO JUMP STARTS

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT



Ideal for starting cars, charging phones, etc.

MODEL	START BOOST	PEAK BOOST	EXC.VAT	INC.VAT
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£64.99	£77.99
JSM350	350A	500A	£84.99	£101.99

Clarke CAR CREEPERS

- Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY £24.99 EX.VAT £29.99 INC.VAT



MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£24.99	£29.99
CMC40	With tool storage	£39.98	£47.98
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke ENGINE STANDS

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT



- Rotates through 360°
- Fully tested to proof load

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£49.98	£59.98
CES450	450kg	£64.99	£77.99
CES560	560kg	£79.98	£95.98
CES680F*	680kg	£99.98	£119.98

*Folds for storage

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT



MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke INVERTER GENERATORS

- Produces sine wave & stable power, essential for computers & sensitive equipment
- Low noise • Fuel Efficient Eco Throttle
- 12V battery charging facility • Up to 7 hours run time on 3/4 load
- 4 stroke engine

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT



MODEL	MAX OUTPUT	WEIGHT KG	EXC. VAT	INC. VAT
IG950B	800W	9.3	£179.98	£215.98
IG1200B	1100W	12.4	£249.98	£299.98
IG3500F	3400W	35	£329.00	£394.80
IG2000B*	1800W	19.4	£329.00	£394.80
IG2200#	2200W	26.6	£379.00	£454.80

*was £419.98 inc. VAT #was £466.80 inc. VAT

Clarke PETROL GENERATORS

FROM ONLY £99.98 EX.VAT £119.98 INC.VAT



Honda engine models available

CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£99.98	£119.98
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80

Clarke HIGH VELOCITY FANS

CFF18C100 — 18" CHROME FLOOR FAN

FROM ONLY £36.99 EX.VAT £44.39 INC.VAT

CFF18B100 — 18" BLACK FLOOR FAN



*chrome #black

MODEL	SIZE/TYPE	EXC.VAT	INC.VAT
CBF20	20" Box Fan	£36.99	£44.39
CFF18C100*	18" Floor Fan	£39.98	£47.98
CFF18B100#	18" Floor Fan	£39.98	£47.98
CPF18B100	18" Pedestal Fan	£49.98	£59.98

Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.

FROM ONLY £59.98 EX.VAT £71.98 INC.VAT

210 Bar 3045 psi



• JET7500, 8500 & 9500 include hose reel

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

Honda & Diesel engine models in stock

FROM ONLY £229.00 EX.VAT £274.80 INC.VAT

CAN DRAW OWN WATER



MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£229.00	£274.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

Clarke DIESEL HOT WASHER

HARRY HOTWASH

Ideal for effective cleaning of vehicles with a hot jet of up to 80°C

145 Bar 2103 psi

NEW

PRICE CUT £499.00 EX.VAT £598.80 INC.VAT WAS £658.80 inc.VAT

INC. CONTAINER FOR DETERGENT

AMAZING LOW PRICE!



Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1



£46.99 EX.VAT £56.39 INC.VAT PER PAIR

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke GIANT FANS

CAM5002

BEST SELLER

FROM ONLY £119.00 EX.VAT £142.80 INC.VAT

HUGE FAN UP TO 36"



MODEL	SIZE	EXC.VAT	INC.VAT
CAM24	24"	£119.00	£142.80
CAM30	30"	£149.98	£179.98
CAM36	36"	£199.00	£238.80
CAM5002	24"	£159.00	£190.80
CAM6000	30"	£199.00	£238.80
CAM110*	30"	£209.00	£250.80

*110V

Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Sold in pairs

#per single stand *Aluminium

FROM ONLY £13.99 EX.VAT £16.79 INC.VAT



MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£13.99	£16.79
CAX3TP	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£29.98	£35.98
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39

Clarke DRILL PRESSES

- Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY £69.98 EX.VAT £83.98 INC.VAT

B = Bench mounted F = Floor standing



MODEL	MOTOR (W) SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£69.98	£83.98
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP10B	370 / 12	£199.98	£239.98
CDP352F	550 / 16	£229.00	£274.80
CDP452B	550 / 16	£239.00	£286.80
CDP502F	1100 / 12	£549.00	£658.80

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

* Available with/without 7 pce pin, bracket & pressing plate kit

‡ Adjustable polycarbonate safety screen # Economy model



MODEL	EXC.VAT	INC.VAT
4 tonne bench#	£139.98	£167.98
10 tonne bench*	£209.00	£250.80
12 tonne floor*#	£269.00	£322.80
20 tonne floor	£359.00	£430.80
30 tonne floor‡	£769.00	£922.80
50 tonne floor‡	£1498.00	£1797.60

BEST SELLER

FROM ONLY £139.98 EX.VAT £167.98 INC.VAT

Clarke TOOL CHESTS & CABINETS

PRO TOOL CHESTS & CABINETS

BALL BEARING ROLLER DRAWERS

FROM ONLY £72.99 EX.VAT £87.59 INC.VAT

RUBBER GRIP SIDE HANDLES



EXTRA WIDE 56" CHESTS/CABINETS IN STOCK

The ultimate in tool storage

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
1 CBB209B	9 Dr Chest	£129.98	£155.98
CBB210B	10 Dr Chest	£139.98	£167.98
CBB203B	3 Dr step up	£72.99	£87.59
CBB215B	5 Dr Cabinet	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	£249.98	£299.98
CBB213B	3 Dr Cabinet	£199.98	£239.98

MECHANICS' TOOL CHEST & CABINETS

BALL BEARING ROLLER DRAWERS

REAR LOCKING SECURITY BARS



LARGE CAPACITY LOWER STORAGE WITH LOCKABLE DOORS

FROM ONLY £69.98 EX.VAT £83.98 INC.VAT

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CTC600B	6 Dr Chest	£69.98	£83.98
CTC900B	9 Dr Chest	£84.99	£101.99
CTC800B	8 Dr Combination Chest/Cabinet	£119.98	£143.98
CTC500B	5 Dr Cabinet	£119.98	£143.98
CTC700B	7 Dr Cabinet	£129.98	£143.98
CTC1300B	13 Dr Combination Chest/Cabinet	£159.98	£191.98

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B'HAM GREAT BARR 4 Birmingham Rd.	0121 358 7977	**GATESHEAD** 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433	**GLASGOW** 280 Gt Western Rd. G4 9EJ	0141 332 9231
BOLTON 1 Thynne St. BL3 6BD	01204 365799	**GLOUCESTER** 221A Barton St. GL1 4HY	01452 417 948
BRADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962	**GRIMSBY ELLIS WAY,** DN32 9BD	01472 354435
BRIGHTON 123 Lewes Rd, BN2 3QB	01273 915999	**HULL** 8-10 Holderness Rd. HU9 1EG	01482 223161
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060	**ILFORD** 746-748 Eastern Ave. IG2 7HU	0208 518 4286
BURTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708	**IPSWICH** Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675	**LEEDS** 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
CARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424	**LEICESTER** 69 Melton Rd. LE4 6PN	0116 261 0688
CARLISLE 85 London Rd. CA1 2LG	01228 591666	**LINCOLN** Unit 5. The Pelham Centre. LN5 8HG	01522 543 036
CHELTENHAM 84 Fairview Road. GL52 2EH	01242 514 402	**LIVERPOOL** 80-88 London Rd. L3 5NF	0151 709 4484
CHESTER 43-45 St. James Street. CH1 3EY	01244 311258	**LONDON CATFORD** 289/291 Southend Lane SE6 3RS	0208 695 5684
COLCHESTER 4 North Station Rd. CO1 1RE	01206 762831	**LONDON** 6 Kendal Parade, Edmonton N18	020 8803 0861
COVENTRY Bishop St. CV1 1HT	024 7622 4227	**LONDON** 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
CROYDON 423-427 Brighton Rd, Sth Croydon	020 8763 0640	**LUTON** Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
DARLINGTON 214 Northgate. DL1 1RB	01325 380 841	**MAIDSTONE** 57 Upper Stone St. ME15 6HE	01622 769 572
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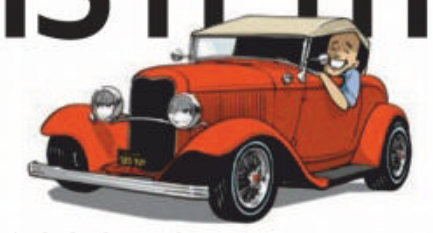
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Members of GRRR 5 gather in the Tyneham viewpoint car park, with Studland and the English Channel for a backdrop

IS IT THE END OF THE ROADSTER?



1932 FORD ROADSTER

RUN BY Julian Balme
OWNED SINCE 2014
PREVIOUS REPORT July 2018

Plans are afoot. Much as I love the simplicity and usability of the '32, it just isn't a hot rod. It makes the wrong noise – something akin to a Ford Granada – and it changes gears by itself. It's also reliable and, although it's much-loved by chums in the vintage hot-rod scene, it's definitely seen as a Street Rod and a product of the late '60s/early '70s. My intention, come winter, is to turn the clock back a decade and recreate it as a would-be *Rod & Custom* cover car from 1962.

I'm still looking for further information on the roadster's history, but what I do know is that it was built by a father and son by the name of Olson in Selma, northern California. I fancifully like the idea that he was the Kiwi mechanic who worked for Shelby American in the early days of the Cobra programme in Venice Beach and, in Johnny Cash style, built the car 'one piece at a time' from spares 'found' around the factory. A smallblock 260cu in V8 dressed with a 3x2 carb set-up and a Cobra 'Powered by Ford' sump, along with a Toploader four-speed transmission, have been earmarked for the rebuild – all of which have been gathering dust on my parts shelves for 30 years.

Over last winter I gave the car to Deuce guru Jerry Denning to familiarise himself with it and assess how we might go about re-engineering it. His response wasn't very positive, and for a nanosecond I actually considered parting company with the Ford.

The original 1932 chassis rails, though partially 'boxed' in true hot-rod practice, were in fact bent. The steering box was mounted so low that I would have lost the steering had I have suffered a blowout. A number of odd body repairs were curious rather than dangerous, the cowl vent in front of the windscreen being a prime example.

Once back in my garage I took Nitromors to part of this panel to see for myself. The vent had been removed at some point in the car's life – again, common practice among rodders seeking a smooth look – but then had been reinstated later down the road. The resulting seam weld had barely been dressed and so a generous amount of plod was fashioned into creating the cowl's contours. It might well be all Henry Ford steel, but it's going to need a lot of massaging so we have decided to split the job into two parts: mechanical then cosmetics. Although, it could well be a long time before the latter is started and, with the Spitfire restoration still ongoing, the first stage won't be happening until this winter.



Creating an entrance at Red Rooster fest



Cowl reveals previous owner's handiwork



Summer in Devon and trip across Dartmoor

All of this means the roadster has started another season in its reliable-but-pedestrian guise. A chilly but sunny fifth 'Gourmet Roadster Reliability Run' in April led our merry band to Dorset, highlights including the deserted village of Tyneham, the Pig on the Beach and a visit to flathead engine-builder Jim Turnbull of Royal Kustoms fame. A month later, we took the roadster to the Red Rooster music festival at Euston Hall in Suffolk, where it joined 20 other hot rods in a line-up leading to the entrance.

In June, the '32 joined its stablemates at the London Concours before being driven to Devon and its summer residency. Winter and its next incarnation are not far off.

THANKS TO
- Jerry Denning and Colin Mullan



RENAULT CARAVELLE

RUN BY Martin Buckley
OWNED SINCE May 2019

The Caravelle just fell into my lap back in May, when I bought it as a car for my fresh-air-loving wife, Mia, as an antidote to a succession of thirsty, loss-making Mercedes-Benz convertibles.

Restored 30 years ago, which is when it acquired the '80s red paint that almost everything ended up with in those days, the Renault is a 1965 model that was originally gold. The dashboard still is. It came with spare doors, bonnet, bootlid, seats and a hardtop that I doubt will ever get used and is, in any case, painted blue – a remnant of the car's first colour change.

Other than some microblistering, the red has held up pretty well so I can't see myself putting it back to the original colour just yet.



The Caravelle has lived a life in technicolor – once blue, now red, it left the factory in gold



Nose script is straighter than the dials'…



Making the most of summer's remnants



Minor issues resolved and the Caravelle was soon on the road – for a time, at least

The only things that offend my sensibilities are the homemade interior door panels, but the originals are with the spares to use as patterns if I ever get the urge.

Sold new in Swindon, the Renault was bought by its second owner, Tim Bennett, in the early '80s. I bought it from Bennett having often spotted it parked next to the ramp in his former Renault workshop in Cirencester.

It arrived with seized brakes and a pinhole in the fuel tank but was otherwise running fairly well.

With the calipers freed and the hole fixed, Mia was itching to take to the road. I was not feeling quite so bullish about the car's reliability and, sure enough, it conked out on a trip to Tetbury. I was amused to discover that my stepdaughter, Zoe, had never been in a car that has broken down before and the look of incredulity on her face when informed that Mum's new Renault had actually stopped working was a picture of horror.

Mia noted that, rather than getting abused by other drivers for blocking the road with a dead car, people were only too keen to help with pushing and advice.

The problem was a mucky, gummed-up carburettor. Once that was rebuilt (by Gus Meyer), the Caravelle ran really well and cruised easily at 70mph. It has a delightful ride, light steering, excellent brakes (discs all round) and is generally a civilised and enjoyable car with a fun feel about it. The wonky numbers on the speedo look as if they were applied by a drunk person and even the air horns make a peculiarly camp French toot you couldn't make up.

With the (excellent) hood lowered you feel as if you are in a film driving this car, talking in subtitles as if playing a cameo role in *Le Week-End*. Actually, the best Caravelle-related film I have dug out is *Road to St Tropez*, an odd little short about a Parisian lady of a certain age who drives her white example for a week's holiday and the romantic adventures that ensue.

If you are a fan of the *Edgar Wallace Mysteries* on the TV, you will know what I mean when I say, as an unapologetic misogynist, that the Caravelle is the perfect sidekick/foil to the Silver Cloud. It's a decadent girl-about-town car for the kept woman of the '60s stockbroker belt who, in Edgar Wallace's world, is probably planning to murder her Cloud-driving hubby for the life insurance.

It is a bit of a girl's car, so much so that severe doubts about my manliness were cast by one and all when I turned up at my mate John Giacobi's house in it on one recent sunny Sunday afternoon.

But, by the time I had left, the Renault had picked up a whole slew of new friends; JG in particular got well in touch with his feminine Caravelle side. I'm trying to use the Renault a bit in the current good weather to prove the reliability so that Mia feels happier to venture off in it. As I write, all seems good.

THANKS TO
- Gus Meyer

AND IN OTHER NEWS...

VOLKSWAGEN BEETLE
Mrs P has started having difficulty engaging second gear, despite me recently adjusting the clutch. Add in a noisy spigot bearing when taking up drive on occasion and it looks as if it's finally time to remove the engine and get stuck in. It would be good if it can hold on until winter, though… **MP**



TRIUMPH 2500TC
What began as a quick three-week job has turned into four months languishing in the bilges of *C&SC* Towers, but I'm still holding out hope of getting the car back on the road before the nights draw in. The engine is finally in one piece, and all that's left to do is re-fit the radiator, carburettors and ancillaries. **GM**



VOLVO 240GL
I'm not even sure this is a car any more. Problems are compounding, and when one's fixed another rears its head. Not least the big red MoT fail that's going to need more welding – one day I might see it again. Still, at least by then it will be a fully sorted 240 that will want for nothing. I'm sure I have said that before. **JP**



MG MIDGET
The 'Red Horror' has had its fair share of niggles since it last featured on these pages, in 2015, but I've been working my way through them, from wheel bearings to distributor-cap issues, and unprovoked vandalism. I've even found time to get busy with some glassfibre in order to improve the MG's looks. **JP**



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FORD MUSTANG

RUN BY Lizzie Pope
OWNED SINCE October 2017
PREVIOUS REPORT August

Good news! Summer sunshine has been enjoyed from behind the wheel of the Mustang. I've even treated some family members to the Ford's addictive eight-cylinder song. And, thanks to the new rear suspension, those drives have been the most peaceful and squeak-free since taking ownership.

I'm also pleased to report that the Mustang's new boots have finally been fitted. They've been causing a workshop obstruction for some months now, but happily they're now where they should be. Supplied by Longstone Tyres, the Pirelli Cinturatos were fitted on our driveway – and what a difference they make. A mismatched set has been exchanged for items the same width all round (the fronts are wider than before), plus all four have a larger profile, so the sidewalls are deeper. The tyres now fill the arches better and it's helped the ground clearance, too.

In the process of doing this, one of the wheel nuts stripped its thread. We'd had a suspicion that they weren't right and a subsequent investigation revealed that those on the car were designed for steel wheels. With the Silverstone Classic then mere days away, we were able to pop into the ever-friendly Competition Supplies for a fresh, correct set, which has since been fitted. And with a larger contact area to the wheel, the new nuts spread the load into the alloy better, too. And so the car was ready for its appointment with the MoT tester.

Yes, the '65 Ford doesn't legally require an MoT, but it doesn't hurt to let someone else give the car a once-over. No matter how confident you are, when MoT test day dawns there's always a little nervousness. I needn't have worried: a new ticket was issued with no advisories. Hurrah! And, soon after, another job was ticked off the list when the rear brakes, which had been catching, were adjusted.

Then it was time for more TLC. With the radiator-hose leak and many months of the car demanding regular oil top-ups, unwanted fluid had been splattered around the engine bay, but with those problems now solved, a bit of elbow grease invested in scrubbing the underbonnet area wouldn't be wasted. And the result was very satisfying. I also had a go at the chromework, which is always enormously pleasing, with sparkling results. Well, we wanted the car looking its best, because we had a big day out on the horizon.

We had a date with the Goodwood Breakfast Club's Classic Car Sunday meet on 4 August, and even a pass to permit the Mustang to join the on-track display. But we didn't get more than a few miles from home before the indicators stopped working. We pulled over to take a look, then the car refused to start. Nothing. Try again. Still nothing. I put in (another) call to The AA and soon one of the firm's local garage partners arrived, jump-started us, enjoyed the burble, and we were back on the road.

With friends to meet, however, we wanted to be sure that we'd make it to Sussex, so a trundle home in the Mustang to switch it for a modern followed before catching up with our pals – whose Peugeot 205 GTI hadn't let them down *en route* – at Goodwood.

So, what's wrong? Excellent question. The problem only occurs when the car is running hot and the opportunity hasn't yet come up for a longer trip, although the Ford has started – unassisted – first time, every time since. We've tested the alternator and that's charging, but the jury's out on the health of the battery. At least the acquisition of a NOCO Boost XL GB50 – which is nicely diddy so tucks neatly into the boot – means we should be able to get ourselves out of trouble.

Still, with quite a few trips in the diary, we'd like to get it sorted.



Getting out and about in the fantastic Ford. Inset: handy jump-pack; nut's stripped thread. Bottom: not again…





Brand-new Pirellis all round look first-rate



Sparkling engine bay is a pleasing sight



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CHEVROLET CORVETTE STINGRAY

RUN BY Simon Taylor
OWNED SINCE May 1972
PREVIOUS REPORT August 2012

We all know it's unkind to leave a car in the garage undriven for too long. I've owned my Corvette Stingray for 47 years, and it's a dear old friend: Pearl and I even drove to our wedding in it. I do like to give it a run from time to time, but lately I haven't used it enough. So I decided to take a cross-country blast to watch some VSCC mates tackle the tortuous Chateau Impney hillclimb near Droitwich. Chimpney always attracts an eclectic entry of motley machinery, and nosing around the car parks is almost as entertaining as walking the paddock.

The loyal Stingray started first go, after churning a bit to fill the big four-choke carb. Accompanied by the same grumbling rumble from the side pipes that I have lived with for so long, I pointed its arrow-shaped nose west. If you want to take it easy it's an effortless, amiable road car, but the torquey surge when you plant your foot hard enough to open the secondary chokes reminded me that I really should use this car more often.

We had a lovely press-on two days, the Stingray and I, until the trip back. I avoid motorways as much as possible, but it's hard not to use the M40 as you near London, and on Sunday evenings there are always queues. We hit a bad one just before Junction 6, and after two days of full throttle we were trickling along in stop-start traffic. At once the engine started to cough and miss. I made a dive for the exit slip just as it died completely. So, rather than being stranded on the hard shoulder, I was able to coast down to the roundabout and pull onto the verge.

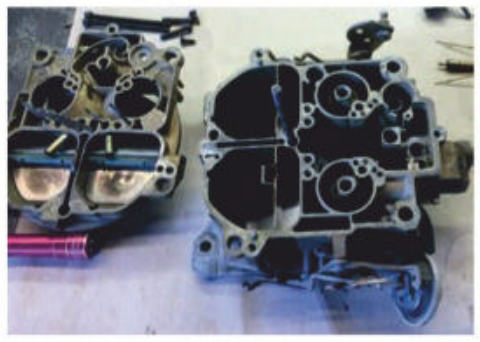
It felt like a fuel problem. Nothing for it but to summon an AA low-loader and then put in a pleading call to that guru of American V8s, Colin Mullan.

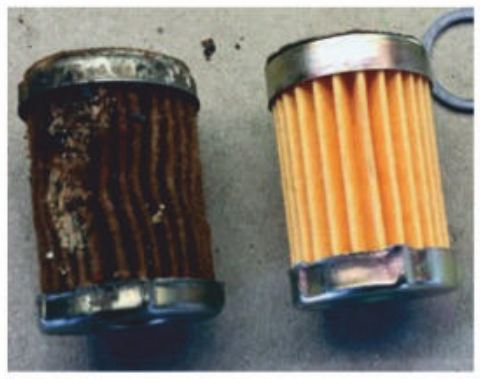
When I first met Colin, a few weeks after I bought the Stingray, he was a teenage drag-racer whose engines always seemed to have just a little bit more power than everyone else's. He has nobly put up with my sundry car panics since 1972. It was nearly midnight when the truck pulled up outside his house, and he was waiting for me with the kettle on. He reckoned it was a carburettor blockage caused by dirt in the fuel line back to the tank – a classic result of lack of use. At full bore the fuel kept flowing, but trickling along on small throttle openings had allowed the muck to clog things up.

The following morning he ordered a rebuild kit for a Rochester four-barrel. Two days later he was stripping down the carb to replace all the washers, rubbers, gaskets and bits and bobs – and the culprit was revealed. The filter in the feed into the carb was distorted and filthy, mixing rubbish with the fuel as it passed through on a wide throttle, but on a small opening not passing fuel at all. He cleaned everything gently and meticulously. One needle valve defied all attempts to clear it until a tiny bristle from a wire brush, held in a pair of long-nosed pliers, dislodged the last bit of what one might call foreign matter. Colin preferred to use a more coprological term.

Now it's all back together, and the Stingray is running like a bird. In future I'm going to use it more often, even if it's just going to Sainsbury's (you have to access the boot from inside, but it holds quite a lot of supermarket bags).

THANKS TO
- Colin Mullan – yet again







Clockwise from left: dismantled four-barrel; sad end to a great run; fuel filters old and new



Contrasting 1960s sports car designs in Chateau Impney car park from Chevrolet, Jaguar and Marcos







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Cue obvious jokes about piles of scrap metal and rusting hulks, but in truth the Series II is still in fine fettle – something that is aided by regular use



LAND-ROVER SERIES II

RUN BY Martin Port
OWNED SINCE September 2016
PREVIOUS REPORT October

September 2016 will remain a memorable point in time for me, because it marks the moment I was offered the opportunity to become the new owner of the 'Trans-Africa' Series II. And, on an unusually hot day towards the end of the month, we wrestled the 88in from its long-term resting place.

In the three years since, I have been blessed with a Land-Rover that, following its rejuvenation, has only presented relatively minor issues. Happily, recent problems also proved to be easily solved.

The UK's summer has been a mixed bag, but we haven't seen the extended periods of heat witnessed in 2018. Therefore, when I started to notice that the coolant level in the radiator was frequently needing to be topped up by half a litre or so, I was concerned that something more serious was at play, as opposed to the system just having to work overtime. Although there were no other telltale signs, a faulty head gasket was suspected.

Then I saw that coolant would pour from the radiator overflow pipe after a short journey, and wondered whether it was either a blockage in the radiator or a pressure issue. Taking the time to actually inspect the radiator cap immediately provided the answer: the rubber seal had become brittle and was rapidly disintegrating.

The parts book showed a 10lb cap to be the desired replacement, yet mine had been fitted with a 4lb version. That threw up discussion among those in the know that resulted in suggestions of four, nine and 10lb being correct for the year. In the end I chose to replace like-for-like – a perfect new old stock AC cap being generously donated by mate and Series Land-Rover restorer Julian Shoolheifer.

Water-loss issue resolved, and a good job, too: I had offered to shadow my brother-in-law as he transferred his recently overhauled 1950 Chevrolet truck from workshop to home, but a dodgy condenser meant that the Series II was soon put to work as tow vehicle for the final mile or so. Oddly, it proved to be a satisfying moment for me (less so for him) because I had been following his Chevy and was beginning to get envious of its thumping exhaust and head-turning looks. Was it time to trade in for something more 'exotic'? Then, suddenly, the Series II was playing rescue vehicle, without any grumbles, and I remembered why I loved having something so capable at my disposal every day.

Despite all of this, though, the list of jobs that need some attention is growing. The engine is still very capable but noticeably tired and routine maintenance has lapsed a little; the trail of oil being thrown over the recently fitted 7.00 x 16 Avon Traction Mileage tyres is a constant reminder that I need to replace the oil seals at some point, but I have bigger plans, too.

Serious discussions in the Port household (instigated by Mrs P) mean that planning is under way for a trip to northern Spain in the Series II next year. We will be fully laden with family, so one of the first jobs is to build a period-looking roof-rack for luggage. But an engine refresh would obviously be a huge advantage.

Still, if that part doesn't happen, it will be great to add another country to the hardtop and continue its global exploration before one day heading back to Africa.



Cap seal had perished and spring weakened



New old stock replacement sorted issues



Series II to the rescue on towing duty



Hot weather has highlighted oil-seal leaks



The trans-African journey continues to inspire and 2020 should bring fresh adventures

THANKS TO
- Julian Shoolheifer

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Aerodynamic design and large, square boot with plenty of load-lugging capability endeared the GS to Browing and his plan to tour Europe in 1972



On its '70s European travels with Browing



At the bodyshop for minor rust repairs

ALL AROUND THE WORLD – AND BACK



CITROËN GS 1220 CLUB

OWNED BY Michael Browing
FROM Melbourne, Australia
FIRST CLASSIC 1949 MG TC
DREAM CLASSIC 1973 Porsche 911 RSR 2.8
BEST TRIP Along Victoria's Great Ocean Road – illegally fast – in a 1995 Porsche 911 Carrera RS Clubsport

It was a foolhardy idea: buy back the Citroën GS 1220 Club sedan I took delivery of new in Paris 45 years ago and drive it 1500 miles home, ignoring the fact that it had been off the road for two decades and its 145-15 tyres were older still.

But 'André' (named for Citroën's founder) and I made it from High Country Victoria to South East Queensland without any drama. I bought it from the same Citroën-loving family I sold it to after a year of European travels in 1972-'73 – I am both the first and third owner of the first GS 1220 Down Under!

The odometer reads 108,000 miles and I take responsibility for the first 24,000 and the last 2000. The Rouge de Rio paint is now several hues, the doors have the pockmarks of careless parking and the shapely tail bears the scars of a poor repair after an unsuccessful 'mount' by a large Ford years ago. But the red fabric interior has been renewed very successfully.

It's in remarkably good condition. A steam clean, new hydraulic spheres, a top-up with LHM fluid, new plugs, points and oil got it mobile again. I completed the post-purchase trip at 4000rpm, which is about 55mph, averaging 35mpg and with negligible oil consumption. So there, Citroën doubters!

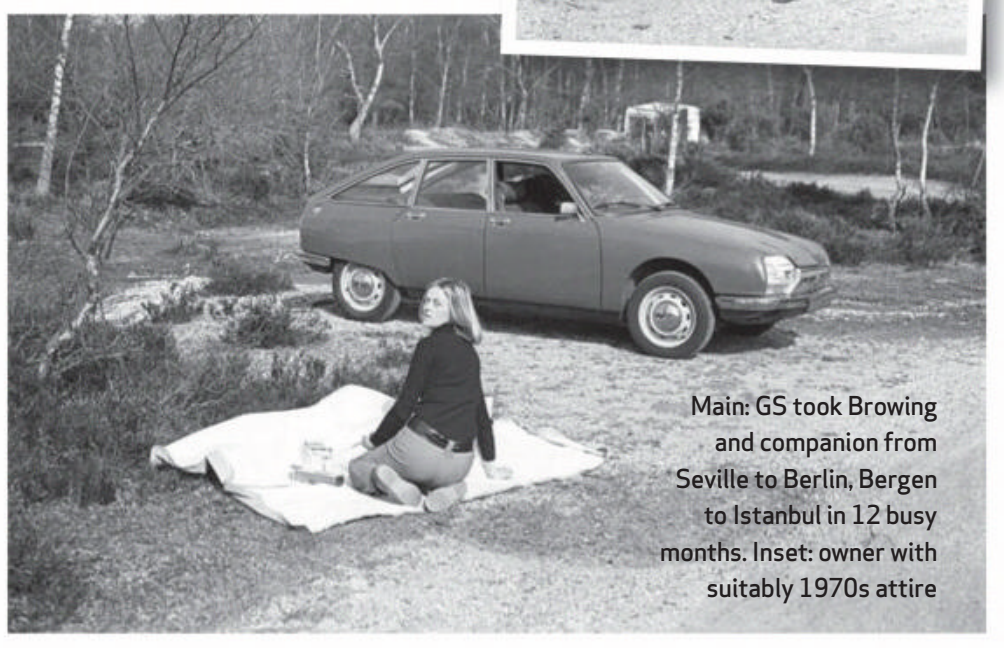
Our adventures began at the Tourist Delivery Centre near Paris on 1 December '72. Heading south, with the cavernous boot full of camping gear including a novel igloo tent with inflatable poles, Christmas and New Year were spent in Lisbon before sharing travels and cold, starry nights for the following 10 months. When money ran low, we returned to London to save for our next trip.

A year later, back in Australia, we went our separate ways for 45 years.

I was immediately drawn to the new GS. It was the most aerodynamic and advanced small car you could buy: its self-levelling hydropneumatic suspension set a new level of comfort with industry-leading anti-dive suspension; inboard disc brakes; and a small-but-willing flat-four air-cooled 'boxer' with belt-driven overhead cams. I loved the shape and it was affordable, so when the 1220cc was announced I put my money down.

> '"André" didn't mind when we left him for the weekend in favour of a new Porsche 911 RS and a Benz C111'





Main: GS took Browing and companion from Seville to Berlin, Bergen to Istanbul in 12 busy months. Inset: owner with suitably 1970s attire

We camped mostly, but in May in Stuttgart a snowstorm forced us into a cheap hotel to visit Porsche and Mercedes-Benz. André didn't mind when we left him for the weekend in favour of a new Porsche 911 RS 2.7, nor when I spent a day with Mercedes-Benz that included some 300kph laps of its Untertürkheim test track in a C111.

Of course, André has had issues. We were driven mad by its dashboard rattles – why a French car company would fit a plastic one-piece dash for a country with so many cobbles is a mystery. The gearbox was noisy (it's on its third), there was a rear suspension hydraulic leak and a wheel-balance problem from new that was a faulty bearing.

But the good points more than compensate. Plus, it is a cheap classic; they have never achieved the collectability of the 2CV or DS.

I didn't hesitate when I got the call: "I'm thinking of selling your old GS – interested?" And for a total investment of about £2000, we'll probably remain together for the term of our natural lives.

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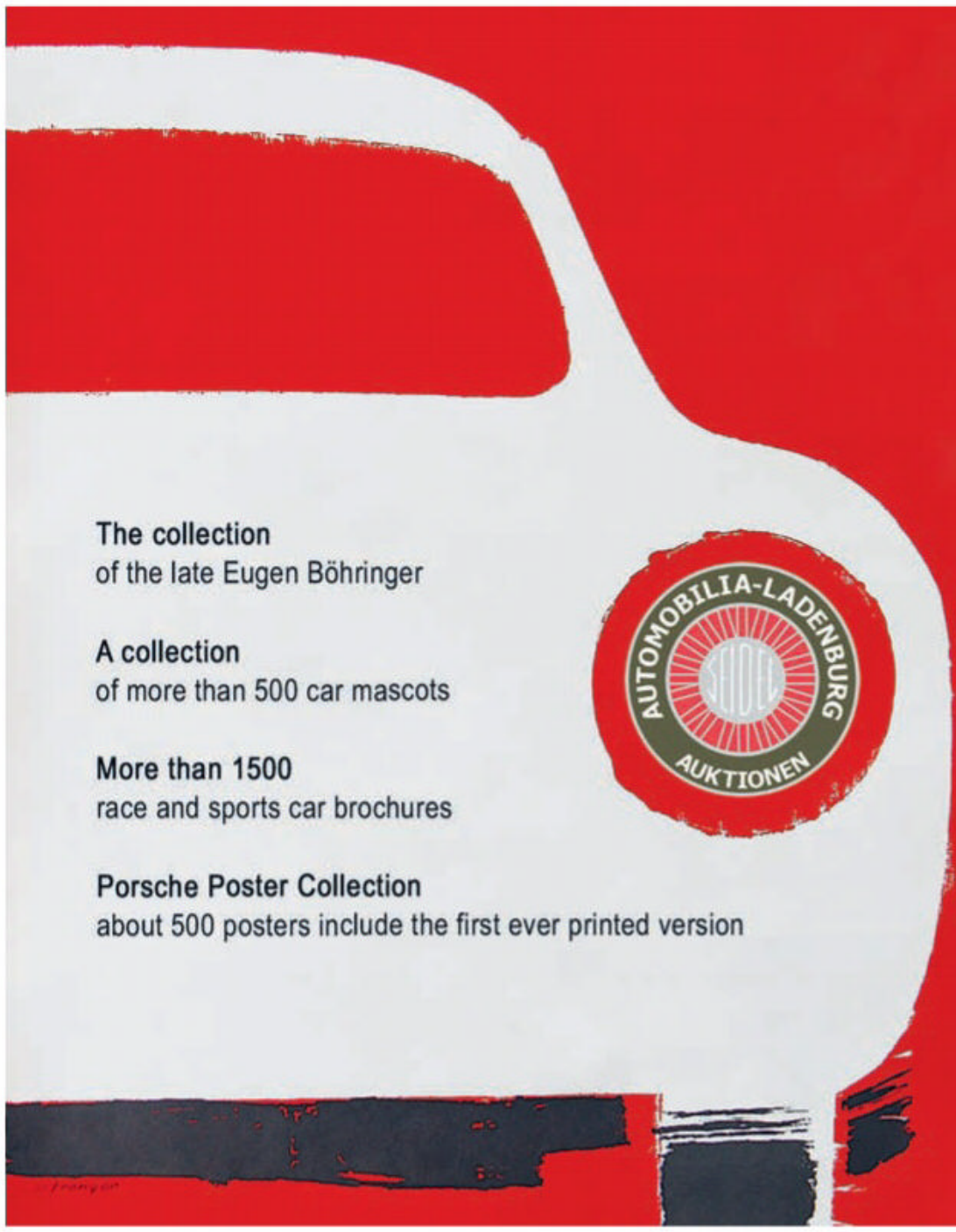


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From top: Joisce with several machines from her collection and her two Honda S800s; first purchase was a Jones from the late 1800s

REBECCA JOISCE

An appreciation for engineering excellence that extends from driving… to sewing

WORDS & PICTURES **MARTIN PORT**

To 'purr like a sewing machine' is often the go-to description for a finely tuned classic, but for enthusiast Rebecca Joisce the comparison holds more than just an opinion on mechanical condition.

"I bought my first sewing machine in 1976 for £10," she recalls. "It was from an antiques shop in Llandrindod Wells, Wales, and that was the moment I was bitten by the collecting bug."

Now a business consultant, Joisce's passion for sewing machines stems from a love of textiles: she completed a degree in the subject at the University of Bradford before beginning her career at Courtaulds and eventually taking a job in garment technology with the Ministry of Defence. "I specialised in headdress and uniform quality assurance," she explains. "I was involved in everything from the design and manufacture of turbans for use by the forces to positive-pressure suits for the RAF and foul-weather clothing for the Royal Navy."

That initial purchase kicked off a collection that now totals 25 – which may not sound a lot at first, but by her own admission Joisce is selective about which models she likes: "I have machines built from the 1840s up to the 1950s, but after that it all gets a bit too modern for my liking.

"The evolution is particularly interesting – specifically around the mid-19th century when

ALSO IN MY GARAGE



the mechanical development was rapid. Patents were being regularly filed in terms of how the stitching process was changing, until we arrived at the 'lock stitch' method widely used now."

In the past, Joisce's collection has been displayed at local charity events, and this was fundamental to its growth: "People would see them on show and would then dig out a machine that they had at home and gift or sell it to me, but I've never yet sold one – I've kept every single machine that I've bought or been given."

Of course, the pair of baby Hondas in the background can hardly go unnoticed: "The white one is a 1967 Mk1 S800 that completed the Ennstal-Classic in the hands of its 82-year-old former owner in 2011, and the red car is a 1969 Mk2 we bought through the owners' club [www.hondas800sportscarclub.co.uk]."

Joisce and husband Philip have a sizeable collection of classics, but the Hondas offer an obvious parallel to her machines. "They are both compact and mechanically innovative," she says. "Though unfortunately the Mk1 doesn't get the use it deserves, so that might have to go."

Joisce's classic heritage however goes back to her youth, when she learnt to drive in her mother's Mini before buying a 1972 Volkswagen Beetle in Texas Yellow that she then owned through her time at university in Bradford.

Back on the subject of sewing machines, though, and is there a Holy Grail? Absolutely: "An 1860s Shaw & Clark. Unfortunately they are very rare, but I'm still looking!"

Although her career has now taken her away from textiles, Joisce hopes to one day find the time to pick it up again – and for now the collection still offers a link to her sleeping passion. "At the moment they aren't really on show, but I've just realised that there are some shelves in the downstairs loo that would be perfect to display them on," she smiles. "After all, what's the point in having books in there when you could be looking at these?"

Main: Presland completes the final truing of a prop after manufacture using an adapted Vickers press. Below, from left: rebuilding a universal joint; Bailey Morris has a meticulous and precise eye for detail; there's a choice of colours, not just grey or black











TURNING OUT PROPS

Propshaft maker Bailey Morris is so busy with classics it has opened a new Heritage & Speed brand

WORDS **PAUL HARDIMAN** PHOTOGRAPHY **MAX EDLESTON**

In a high-tech world, it's refreshing to see some things going on as they always have. At Bailey Morris, venerable machines line up like old grey retainers, still earning their living. Thirty propshafts a day come out of the manufacture and service department, built or repaired and reconditioned in the most traditional way, which includes skill and feel behind tonnes of hydraulic force.

Riding herd is Brian Presland, who's been with the company for 22 years and is "passionate about props". His favourite machine is the converted Vickers press that is used to straighten shafts after welding has inevitably pulled them slightly out of line. He demonstrates on a new shaft destined for a Jaguar, gradually fiddling it to a 0.1mm run-out, well within the BM tolerance of 0.3mm down the entire length of the shaft (compared with the 'modern' tolerance of 0.5mm). "I love this old machine," he beams. "It needs a bit of skill. I could do this all day."

As well as making new shafts – for Moss Jaguar, among others, plus every propshaft that Caterham Cars fits to a Seven – the company will rebuild worn-out or damaged ones, and even create specials. The universal joints are assembled by hand and feel, using different circlip thicknesses to line up the spiders just so. "That's our difference," says Presland. "We have a range of seven circlips in 0.1mm tolerances for each size of joint."

Even staked 'sealed for life' joints can be rebuilt – though only a couple of times before there is not enough meat left on the yokes to restake them. Grease nipples can be added for longevity: "Most staked shafts are throwaways – they're not supposed to be rebuilt, but we can." Greasable joints are built only minimally lubricated so as not to upset assembly tolerances, and need to be filled before use.

In manufacture, the main tubes range from 28 to 144mm diameter and are parted-off on an old Ward lathe, then rotary-welded to the joints. After straightening they are balanced at up to 3000rpm, with weights spot-welded on to ensure smooth running. BM balances to 12g and under – half the weight of a bag of crisps. Then it's into the paint booth – in various colours, and not just black. Remarkably, the company can turn around a prop in 24 hours, or even while you wait if things are desperate, such as a lorry with an urgent load. "We can make a propshaft in two hours – painted," says Presland. "Classic car owners can send propshafts for rebuild by post, or even bring them in."

In a corner, Ken Noller plays with various self-adapted chucks and tools on a milling machine and lathes. This is where the one-offs are built. "Holding stuff is the problem," he says, "but if I can hold it, I can make it."

The bespoke yokes and flanges are something Presland is proud of – as he says, "If you can't find it on eBay we can make it" – but it doesn't have to be conventional Hooke's joints; you can have CVJs if you want. And though the company doesn't make carbon props, it will balance them.

BM was established in 1977 and 12 years ago took over Propshaft Services in Feltham, a former *C&SC* specialist. It makes propshafts for everything, but the old-car work is now collected under the Heritage & Speed brand, while Extreme calls to the 4x4 and off-road fraternity.

The labels have changed, but the hardware remains the same. How can you tell a Bailey Morris prop? "Our circlips, phase lines and labels line up and each job has its own unique number [stamped in the fixed-end forging or on the tube] for traceability," says Presland, proudly. "That's how we know if it's one of ours."

The knowledge

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ENTRIES INVITED FOR OUR NOVEMBER AUCTION



BUGATTI TYPE 55 FOR PALAIS SALE

The Bugatti Type 55 raced by Louis Chiron and Count Guy Bouriat-Quintart in the 1932 Le Mans 24 Hours will go under the hammer for the first time at Bonhams' Grand Palais Sale in Paris in February 2020.

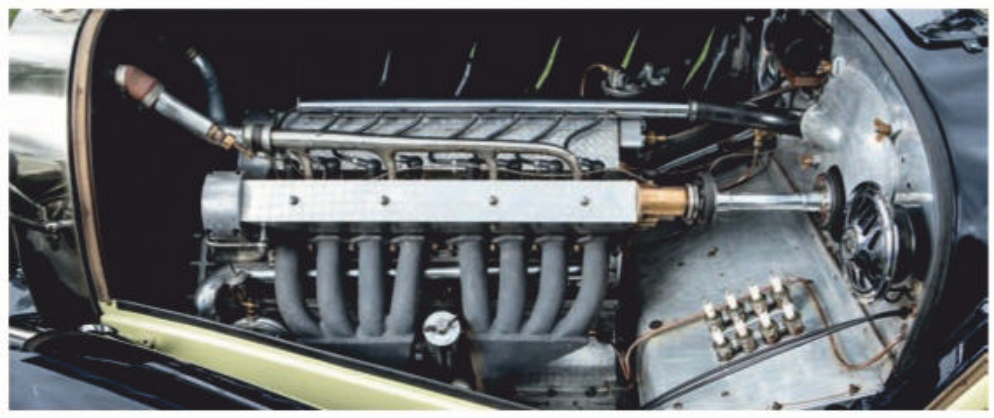
Owned by the same British family for the past 56 years, chassis 55221 is one of 29 survivors and powered by a detuned 2.3-litre supercharged twin-cam straight-eight engine from the Type 51.

It ran in four-seat roadster form for the great race, retiring early on when it ran out of fuel. Rebodied by Figoni at the request of owner Jacques Dupuy, it was later found and bought by Geoffrey St John in the 1960s. The Type 55 is expected to fetch in excess of €4million.

The car was unveiled prior to September's Revival Sale at Goodwood, in which another Bugatti starred: a 1935 T57 Atalante that fell just £1000 short of its top estimate at £1.499m. The car was sold from the Barry Burnett collection, all of which found new homes – likewise the Peter Phillips cars, including a Vantage-spec Aston DB6 MkII Volante for £743,000.

An Aston Martin DB4GT once owned by Donald Campbell was sold before the auction, while a Cooper T55 surpassed its estimate by almost £100,000 at £244,375.

The ex-Björn Waldegård 1976 Porsche 911 Carrera rally car failed to reach its reserve, likewise the Jaguar E-type Semi-Lightweight delivered new to John Coombs.





Clockwise from main: Bugatti was restored in the 1960s and repaired 30 years later following an accident in France; Type 51-derived engine; highline doors with wind-up windows were the work of Giuseppe Figoni

OLYMPIA'S COMPETITION CLASSICS

The 1985 RAC Rally-winning Lancia Delta S4 and ex-Gerhard Berger and Jean Alesi Ferrari 412T1 go under the hammer along with a 'barn-find' Lamborghini Miura at the RM Sotheby's London Olympia Sale on 24 October.



412T1 claimed two '94 podiums: second at Monza, third in Brazil



Henri Toivonen won 18 stages on the way to victory on the RAC



As found on the estate in Gloucestershire, in need of a full overhaul but with matching-numbers engine

E-type freed from undergrowth

The 10th Jaguar E-type Series 1 4.2 fixed-head coupé to roll off the production line has been saved from the grounds of a Gloucestershire estate and restored to its former glory as part of E-type UK's 'Lost in Gloucestershire' project.

While the body was rotten beyond repair, the mechanicals – including matching-numbers engine, gearbox and suspension – were good enough to form the basis of the rebuild. The cylinder heads and cam cover remain, too.

"We have seen and completed a number of 'bush-find' restorations, but this must be one of the most significant that E-Type UK has ever undertaken," said company founder Marcus Holland.



E-type has been subtly tweaked for comfort



Owners will be involved with specs

VANQUISH REVISITED

Ian Callum has launched his CALLUM project with the announcement of 25 ultimate examples of the Aston Martin Vanquish that he designed and which was released in 2001.

The Vanquish 25 produces 580bhp, 60bhp more than the standard model, and owners can have their existing car upgraded to 25 spec. Original cars can also be sourced. Prices start at an eye-watering £550,000.



Blowers will be as Birkin's with only minor safety modifications

'Blower' enters production

Bentley is to build 12 new 4½ Litre Blowers as part of a continuation series, built using 3D scans of its own HB 3403 Team Car.

The Blower will be disassembled, scanned and reassembled as the prototype for the 12-car run by Mulliner, which will take two years to complete, according to Bentley.

While not originally part of a production run – just four were built by Sir Henry 'Tim' Birkin and raced – the 12 new cars will honour the number of races contested by Blowers in 1929-'30.

"The 12 new Blowers will not only be an homage to our heritage, they will be a celebration of the outstanding skills of our Mulliner craftspeople," said Bentley chairman Adrian Hallmark.

Price, naturally, is on application.

Auction diary

OCTOBER

7 Bonhams Philadelphia, USA *001 323 850 7500; bonhams.com*

10-11 RM Sotheby's Hershey, Pennsylvania, USA *001 260 927 9797; rmsothebys.com*

11 Bonhams Zoute, Belgium *0033 1 42 61 10 11; bonhams.com*

16 H&H Classics IWM Duxford *01925 210035; handh.co.uk*

19 Coys Syon Park, Middlesex *020 8614 7888; coys.co.uk*

19 Oldtimer Galerie Toffen, Switzerland *oldtimergalerie.ch*

19 Osenat Fontainebleau, France *0033 1 80 81 90 59; osenat.com*

19 Cheffins Ely, Cambridgeshire *01353 777 767; cheffins.co.uk*

19 Richard Edmonds Chippenham, Wiltshire *01249 444544; richardedmondsauctions.com*

24 DVCA Henstridge, Somerset *01963 363353; dvca.co.uk*



One-owner, original and 'barn-find' Lamborghini Miura features at Olympia

24 RM Sotheby's Olympia, London *020 7851 7070; rmsothebys.com*

25 Finarte Padua, Italy *0039 02 33638028; finarte.it*

25 SWVA Poole, Dorset *01202 745466; swva.co.uk*

26 Barons Sandown Park, Surrey *023 8066 841; barons-auctions.com*

27 Artcurial Paris, France *0033 14299 2020; artcurial.com*

NOVEMBER

1 Bonhams Bond Street, London *020 7468 5801; bonhams.com*

2 Anglia Car Auctions Kings Lynn, Norfolk *01553 771881; angliacarauctions.co.uk*

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Buckley's market matters

It's funny what catches your eye when you are being assailed on all sides by the rarest and most beautiful cars in the world. Dodi's Auto Sales is one of the Monterey Car Week antidotes, an institution closely affiliated with the marvellous Concours d'Lemons where you can find fairly tidy Jaguar XKs and Big Healeys in the sun with Fiats without floors, '50s Yanks, incredibly rotten Karmann Ghias and desert-bleached MGBs.

Dodi Khalil's latest find when we turned up in August was a rare Toyota Corona 1900 coupé that had been standing outside for 25 years and, sure enough, appeared at Lemons on the Saturday morning. Our favourite, however, hiding among the park-bench-bumpered W123 and S-Class Mercedes at Khalil's posher operation on the other side of Del Monte Avenue in Seaside, Monterey, was a '67 Thunderbird.

All 'sports car' pretensions had been abandoned on this fifth-generation T-bird in favour of personal-luxury blubber and big-block poke, although the option of a four-door version was probably a step too far. This was a two-door likely from the first year, given the lack of Landau Bars.

The plush-looking interior, with its deeply rolled and padded seats and sweeping centre console, is an executive space that looks more the sort of place a mobster would get himself garotted in a Scorsese film than a place for slurping milkshakes and eating hamburgers.

At $8000 it looked a bit pricey next to an apparently quite good 1972 Cadillac Eldorado at $1500. Doubtless there was a deal to be done, but you still have to get it back to the UK.

Then again, try finding a '67 Thunderbird over here; presumably because it looks a lot less rock-and-roll than previous models, few 1967-'71 cars seemed to find their way to Great Britain.

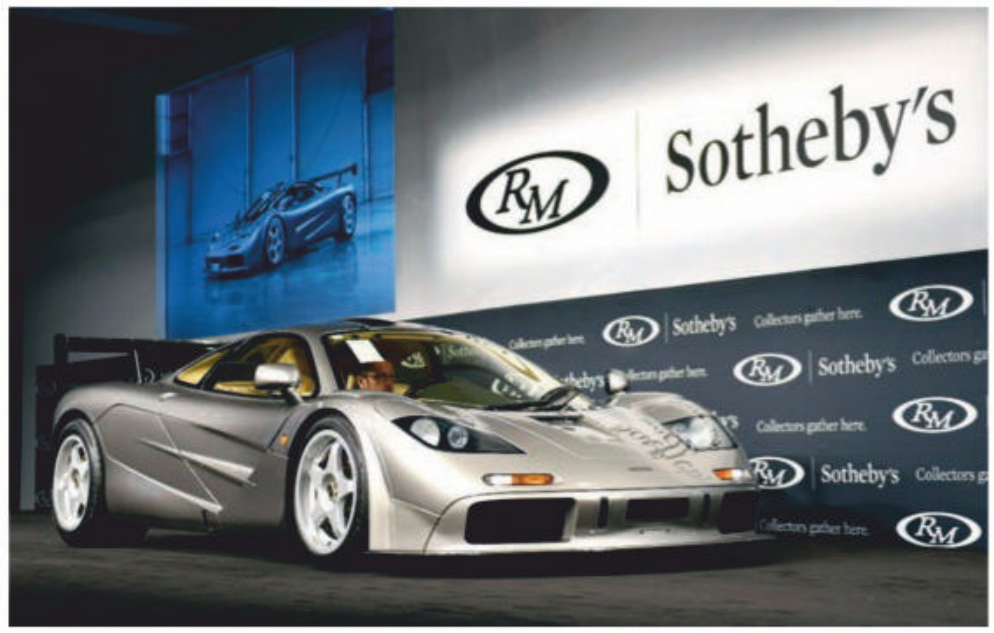
But I do love this particular shape with its concealed headlights. I do like a gold car, too, and this one looked particularly good in the fading Californian light, probably much more flattering than a chilly morning on an English quayside when you start noticing the rust in the roof…





Left: Toyota coupé with viewing hole scraped into the 'screen. Below: T-bird that caught Buckley's eye during Monterey Car Week

AUCTION RESULTS
August's top 50 sales



Le Mans-spec McLaren F1 from 1994 set a new benchmark for the model at Monterey



Ferrari 250GT led Gooding's Pebble sale



Ferrari 340 achieved £2.944m at Bonhams

PRICE	CAR	SALE
£16,042,050	**1994 McLaren F1 'LM specification'**	RM Sotheby's, Monterey, USA
£8,023,050	**1958 Ferrari 250GT LWB California Spider**	Gooding & Co, Pebble Beach, USA
£6,597,450	**1962 Ferrari 250GT SWB**	RM Sotheby's, Monterey, USA
£6,196,500	**1965 Ford GT40 Roadster prototype**	RM Sotheby's, Monterey, USA
£5,508,000	**1958 Ferrari 250GT Cabriolet Series I**	Gooding & Co, Pebble Beach, USA
£5,171,850	**1965 Aston Martin DB5 'Bond Car'**	RM Sotheby's, Monterey, USA
£4,860,000	**1975 Ferrari 312T**	Gooding & Co, Pebble Beach, USA
£4,131,000	**1960 Porsche 718 RS 60 Werks**	RM Sotheby's, Monterey, USA
£4,131,000	**1958 Ferrari 250GT TdF**	Gooding & Co, Pebble Beach, USA
£2,944,350	**1951 Ferrari 340 America Coupé Speciale**	Bonhams, Quail Lodge, USA
£2,916,000	**1961 Aston Martin DB4GT**	Gooding & Co, Pebble Beach, USA
£2,851,200	**2006 Ferrari FXX**	RM Sotheby's, Monterey, USA
£2,430,000	**1995 Ferrari F50**	RM Sotheby's, Monterey, USA
£2,387,475	**2014 Ferrari LaFerrari**	RM Sotheby's, Monterey, USA
£2,231,550	**1939 Alfa Romeo Tipo 256 Coupé**	Gooding & Co, Pebble Beach, USA
£2,227,500	**1967 Ferrari 275GTB/4**	Mecum, Monterey, USA
£2,142,450	**1913 Isotta Fraschini Tipo IM**	Gooding & Co, Pebble Beach, USA
£2,138,400	**2014 Ferrari LaFerrari**	Mecum, Monterey, USA
£1,786,050	**1969 Ferrari 365GTS**	RM Sotheby's, Monterey, USA
£1,652,400	**2014 Pagani Huayra Tempesta 'Scozia'**	RM Sotheby's, Monterey, USA
£1,652,400	**1930 Duesenberg Model J Sport Berline**	Gooding & Co, Pebble Beach, USA
£1,607,850	**1966 Ferrari 275GTB**	RM Sotheby's, Monterey, USA
£1,429,650	**1965 Aston Martin DB5 Radford Shooting Brake**	RM Sotheby's, Monterey, USA
£1,429,650	**1967 Ferrari 330GTS**	Gooding & Co, Pebble Beach, USA
£1,385,100	**1993 Porsche 911 RS 3.8**	Gooding & Co, Pebble Beach, USA
£1,362,825	**1991 Ferrari F40**	RM Sotheby's, Monterey, USA
£1,316,250	**1953 Fiat 8V Supersonic**	Bonhams, Quail Lodge, USA
£1,296,000	**1952 Ferrari 212 Inter**	Gooding & Co, Pebble Beach, USA
£1,273,725	**1965 Ferrari 275GTB**	Gooding & Co, Pebble Beach, USA
£1,229,175	**1961 Ferrari 250GT Cabriolet Series II**	RM Sotheby's, Monterey, USA
£1,162,350	**1955 Mercedes-Benz 300SL Gullwing**	Gooding & Co, Pebble Beach, USA
£1,158,300	**2015 Porsche 918 Spyder**	Mecum, Monterey, USA
£1,117,800	**1965 Shelby Cobra 427**	Bonhams, Quail Lodge, USA
£1,095,525	**1955 Mercedes-Benz 300SL Gullwing**	Bonhams, Quail Lodge, USA
£1,073,250	**1963 Aston Martin DB5 Convertible**	RM Sotheby's, Monterey, USA
£1,073,250	**1936 Bugatti Type 57 Atalante**	Gooding & Co, Pebble Beach, USA
£1,050,975	**1941 Mercedes-Benz 540K Cabriolet A**	Gooding & Co, Pebble Beach, USA
£1,006,425	**2017 Ford GT**	RM Sotheby's, Monterey, USA
£993,060	**1959 Bentley S1 Continental Drophead Coupé**	RM Sotheby's, Monterey, USA
£966,330	**2005 Porsche Carrera GT**	RM Sotheby's, Monterey, USA
£961,875	**1977 Porsche 934/5**	Gooding & Co, Pebble Beach, USA
£939,600	**1927 Bentley 6½ Litre Le Mans Sports**	RM Sotheby's, Monterey, USA
£895,050	**1955 Lincoln Indianapolis Exclusive Study by Boano**	RM Sotheby's, Monterey, USA
£895,050	**1931 Studebaker Special Indycar**	Gooding & Co, Pebble Beach, USA
£891,000	**1966 Ferrari 275GTS**	Mecum, Monterey, USA
£850,500	**2017 Ford GT '66 Heritage Series'**	Bonhams, Quail Lodge, USA
£850,500	**2008 Bugatti Veyron 16.4**	RM Sotheby's, Monterey, USA
£846,450	**1965 Shelby Cobra 289 CSX2588**	Mecum, Monterey, USA
£805,950	**1969 Ferrari 365GTB/4 Daytona**	Gooding & Co, Pebble Beach, USA
£779,220	**2017 Ferrari F12tdf**	RM Sotheby's, Monterey, USA

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JAGUAR E-TYPE SERIES 1, 1½ & 2

Buy well and the 'most beautiful car in the world' is a great classic to drive and enjoy

WORDS **MALCOLM McKAY** PHOTOGRAPHY **JAMES MANN**



Values of E-type Jaguars have been all over the place in recent years, as early cars became hyped beyond belief and started to pull all of the other models up with them. The market has now cooled – some people inevitably had their fingers burned financially, but the good news is that E-types are brilliant fun to drive and, well sorted, can be reliable and inexpensive classics to run.

They were built down to a price by sharing components with saloon models and, with a very active spares scene today, virtually all parts are available. Most at very reasonable prices. Specialists are working to improve poor-quality pattern parts and availability is better than ever.

Restoration and body repairs are expensive – E-types were hand-finished when they were new, and a part from one car won't necessarily fit the next one off the production line – so be very wary about purchasing a project unless you are happy to do much of the work yourself, or you can negotiate a good price. Stupid sums have been paid for some restoration projects: they should only command a premium if they are exceptionally rare examples, and exceptionally original. Cars run into the ground 30 years ago after 30 years of hard use and numerous modifications and bodges are simply not worth more just because they've been standing in a barn or garage untouched for three decades.

Modifications and upgrades are common – some may enhance usability, but many can negatively affect values, so make sure you know the original specification and can assess what has been altered. Fashions change: in the 1980s, several replica 'flat floor' cars were created because few people knew when the dropped floors began. Now, such fakes have to be reversed.

Early cars have been much prized for their rarity value, but in reality the changes that Jaguar introduced were all designed to improve comfort, usability and practicality, so in many ways the later the car, the more pleasure it will give in regular use. There's a lot of snobbery about covered headlights, and about 2+2s not looking as good – but to the average man in the street, an E-type is an E-type, and from behind the wheel, a 2+2 Series 2 is the most comfortable and practical E-type of all. Very early roadsters will probably always command the highest prices, but you can enjoy owning and driving an E-type on a far more modest budget.

Trouble spots

BODY ROT Very careful inspection of any prospective purchase is vital. Floors, sills, front frame mounts, bulkhead box sections, rear radius arm mounts, jacking points, boot floor and door bottoms are the common areas

ACCIDENT DAMAGE Look out for distortion in the front frame tubing, poorly executed past repairs, and blemishes from incorrect jacking

FRONT FRAMES Check carefully for corrosion of the high-tensile Reynolds tubing (which should be brazed, not welded). The original frame number should be stamped on the top face of the right front damper mount. If new frames are fitted, get the alignment checked

PANEL FIT E-types were hand-finished and leaded when new. Filler is okay provided it's not too thick; many restorers struggle with panels that need trimming or extending to give perfect gaps, so beware bodgery that won't last





The S1 4.2 roadster has probably the ultimate combination of looks, practicality and fun, but there is a model to suit most tastes and budgets





A properly restored E-type should feel refined, tight and very rapid; it's an exhilarating driving experience with that long, sculpted bonnet stretching out ahead of you. Every E-type comes with performance and handling that give great driving pleasure and, if well maintained, should prove reliable, too





Triple **SU carbs** are a perfect match to the 'six'. They are cheap to rebuild but a manifold is costly to convert US-spec Strombergs: Webers can be cheaper



Front suspension wears at balljoints, but is adjustable. **Brakes** are effective and inexpensive on 4.2s; 3.8s are more complex but strong when set up right



Rusty **subframe** and brake discs, worn hubs and UJs, failed dampers, seized handbrake and tired bushes all spoil the rear end; US diff ratios are low



Seats were improved on 4.2s from the 3.8, which some find uncomfortable. MX-5 seats can be fitted – ensure the originals are still with the car

The twin-cam straight-six **engine** can stand hard use (and uprating), but needs frequent oil changes and top-ups. Check for leaks, especially from the rear crank seal (an engine-out job); look for overheating or a blown head gasket; listen for rattly timing gear, tapping from worn cams or knocking from a worn bottom end



Six decades on, a sorted E-type remains a swift and satisfying driver's car, its character dominated by the fabulous XK engine

On the road

All E-types – even a 2+2 auto – are fast cars by any standards, and should feel taut and lively on the road. Contrary to popular misconception, if they feel skittish or wallowy they don't necessarily need modification, they just need setting up properly and/or the worn components replaced, none of which are expensive.

Once you've found a car with a good bodyshell, check for originality of both body and mechanical parts. Much is interchangeable (check for matching numbers) and upgrades have long been popular. Unless you're going racing, there's no need to upgrade the engine: if it's been done, check that flexibility and fuel economy have not been sacrificed. The cooling system should also be adequate – look for signs of overheating or coolant/oil mixing that may indicate head-gasket issues. If in doubt, get it inspected. A full engine rebuild is around £6k.

Five-speed gearbox conversions are popular: check that the ratios all work and are not worn out. Getrags are hard to rebuild; Tremecs are usually new, but adaptation to the XK engine can be suspect. Original 'boxes are fine if properly rebuilt: the Moss (on 3.8s) has no synchro on first and is a slow change; Jaguar's all-synchro unit is stronger. The Borg-Warner Model 8 auto in some 2+2s is clunky – if it's smooth, it's worn!

Fitting a higher-ratio differential is one alternative to a five-speed 'box for relaxed cruising: check the tabs on the diff unit for the ratio and an indication of whether a limited-slip unit is fitted.

Owning one



"Six years ago I'd never owned a classic car and wasn't in any clubs," says **Peter Gerstrom**, "but I decided to buy an E-type because I'd loved the looks as a teenager. I had no idea of values or models, but I wanted the faired-in headlights, I liked red and it had to have a tan interior. This car was for sale at a dealer in Lichfield, so I hired an inspector to check it over. He recommended a few minor jobs, most of which were done, and I bought it. I was incredibly lucky, it's been a great car – with one exception: a big-end bearing failed a few months after buying it, but the dealer sorted that out under warranty.

"Since buying it, I've done 20,000 miles in the car: we've been to Patagonia, Australia, Poland, Spain, Greece, the Alps and the Pyrenees. After each trip it's overhauled, and it has been brilliant."

"I decided to buy an E-type because I loved the looks as a teenager – six years ago I'd never owned a classic car"

Alternatives



CHEVROLET CORVETTE STING RAY
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Chevrolet countered the E-type with a new chassis with IRS, dramatic looks and seriously powerful V8 engines. **Price now** £30-100,000



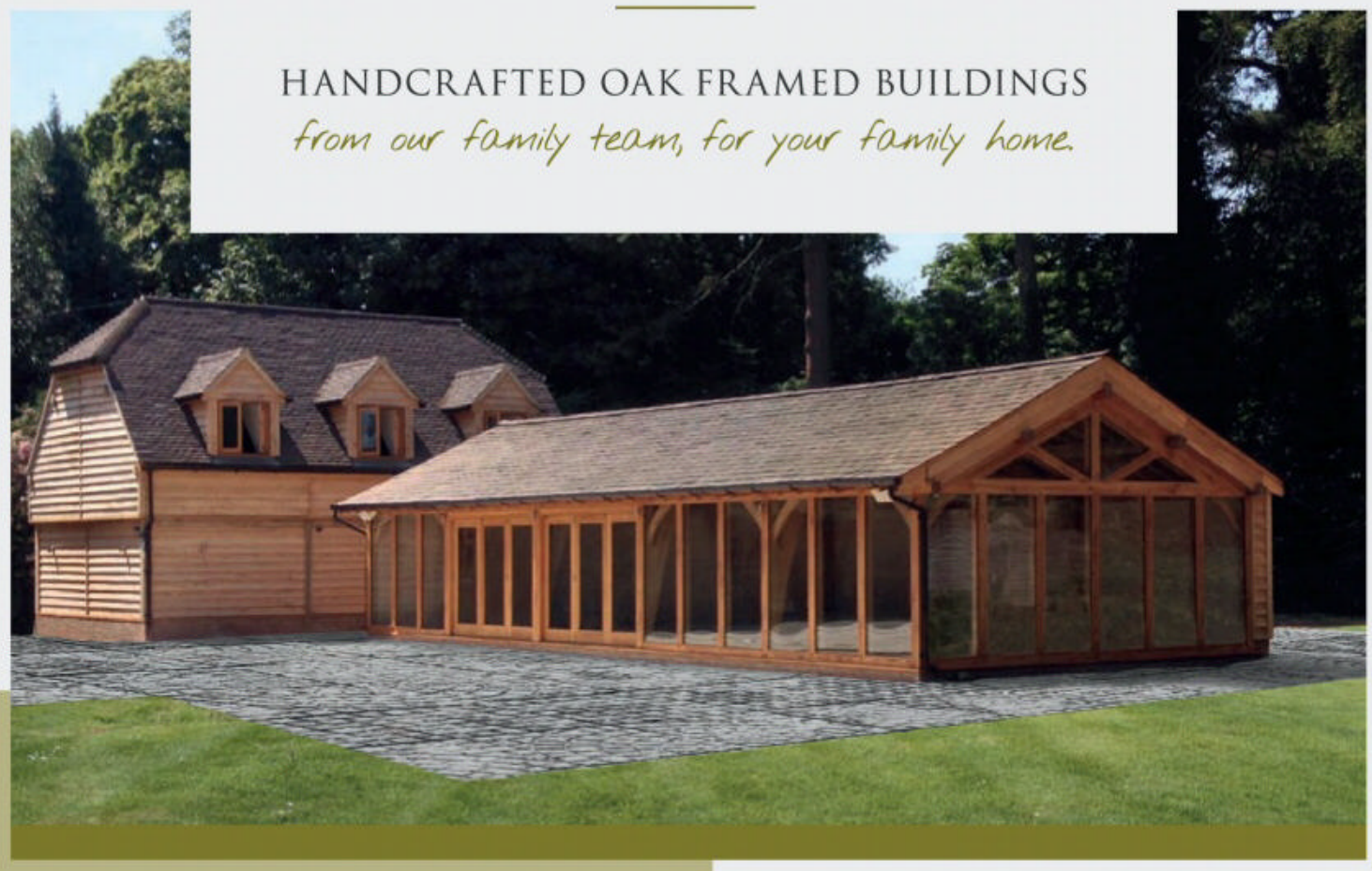
MERCEDES 'PAGODA' SL *1963-'71, 48,912 built*
Sophisticated and (arguably) a little effete, the SL was an effective sports touring car: not as fast as an E, but fine handling, comfortable and superbly built. **Price now** £35-100,000

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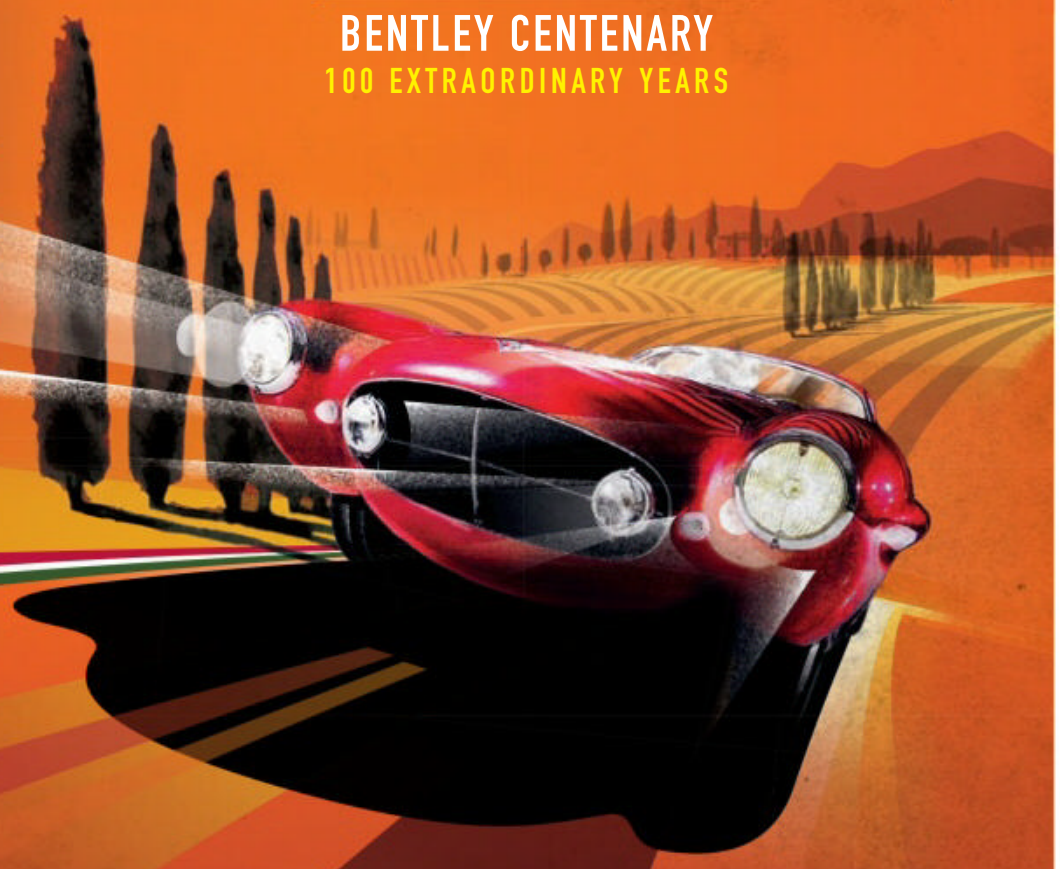
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The knowledge

TIMELINE

1961 Mar E-type launched at Geneva as 3.8 roadster and fixed-head coupé **Oct** Internal bonnet locking replaces outside locks
1962 Feb Lowered floors replace flat floor
1964 Oct 4.2 replaces 3.8: more torque, better brakes and seats, alternator replaces dynamo, Jaguar 'box replaces Moss, black vinyl dash
1966 Mar 2+2 added, optional three-speed Borg-Warner Model 8 auto, optional air-con
1967 Open headlights (originally for US market) standardised; US cars get twin Stromberg carbs
1968 Oct S2: bigger front and rear lights, larger grille, better seats, uprated cooling, chrome steel wheels optional, 2+2 'screen moved forward
1970 US spec stifled to 171bhp (net)
1971 Mar S3: all V12 (bar a few prototypes), roadster and 2+2 only, both on 2+2 wheelbase

FACTFILE

Sold/number built 1961-'71/57,253
Construction steel monocoque with tubular front structure **Engine** iron-block, alloy-head, dohc 3781/4235cc 'six', with triple SU or twin Stromberg carbs **Max power** 246bhp @ 5500rpm (US SII) to 265bhp @ 5400rpm
Max torque 260lb ft @ 4000rpm (3.8) to 283lb ft @ 4000rpm **Transmission** four-speed manual or (2+2 only) three-speed auto, RWD
Suspension independent, at **front** by double wishbones, torsion bars, telescopic dampers **rear** twin coil spring/damper units, lower wishbones, radius arms; anti-roll bar f/r
Steering rack and pinion **Brakes** 11in (279mm) front, 10in (254mm) rear discs, with servo
Length 14ft 7¼in-15ft 4¾in (4450-4693mm)
Width 5ft 5in (1650mm) **Height** 3ft 11in-4ft 2½in (1194-1283mm) **Wheelbase** 8ft-8ft 9in (2438-2667mm) **Weight** 2688-3192lb (1197-1422kg) **0-60mph** 8.9-6.9 secs
Top speed 137-150mph **Mpg** 18-22
Price new £1967-2427 (roadster-2+2, 1967)

CLUBS

E-type Club www.e-typeclub.com
Jaguar Enthusiasts' Club www.jec.org.uk
Jaguar Drivers' Club www.jaguardriver.co.uk

SPECIALISTS

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WHAT TO PAY

	Project/Average/Show
S1 'outside latch'	*£60,000/200,000/300,000*
S1 fhc-roadster	*£25-30k/65-75k/110-140k*
S2 2+2-roadster	*£12-20k/35-60k/65-95k*

OUR VERDICT

A good Jaguar E-type is sensational to look at and an absolute joy to drive – and doesn't have to be an expensive car to own. Buying a solid example, rather than having to spend a fortune turning a bad car into a good one, is the key. All E-types are a pleasure to own, so don't get too hung up on specification: pick the model that best fits your budget.

FOR
Voluptuous looks with practical usability. Spares supply and specialist back-up is excellent, with a wide choice of models and plenty of upgrades

AGAINST
Not for you if you don't like being the centre of attention wherever you go



One you can buy

Year 1969 **Recorded mileage** 76,591
Asking price £40,000 **Vendor** Rawles Motorsport, Hampshire; 01420 23212; rawlesmotorsport.co.uk
For Price, usability **Against** Not perfect, Strombergs

This S2 fhc is a driver-quality Federal-spec car at the price of a 2+2: it's not perfect, but has a lot going for it. Originally Sable, its older repaint is shiny but has a few blemishes. There are a few welded patches and surface rust at the bottom of the sills, but it appears solid, with decent floors and a good boot area, though the rear pan is split. There's a little rust in the door bottoms, too. The brightwork is mostly okay apart from the back bumper and the wheels are recent, shod with oversized Michelins with lots of tread.

Inside, the seat leather is original, with some tears; some of the rest of the trim may be newer. Under the bonnet, the carbs have been rebuilt (there are air filters, just not fitted) and there's a new master cylinder, fans and coil.

The best bit is the way it drives: it goes well, with slight tappet noise, a nice gearchange and a comfortable, clunk-free ride. Warm oil pressure is 35psi with revs (though the counter isn't working) and temperature stays at the bottom of the 'normal' range. The brakes are unpredictable, but there are new calipers to go on before sale.

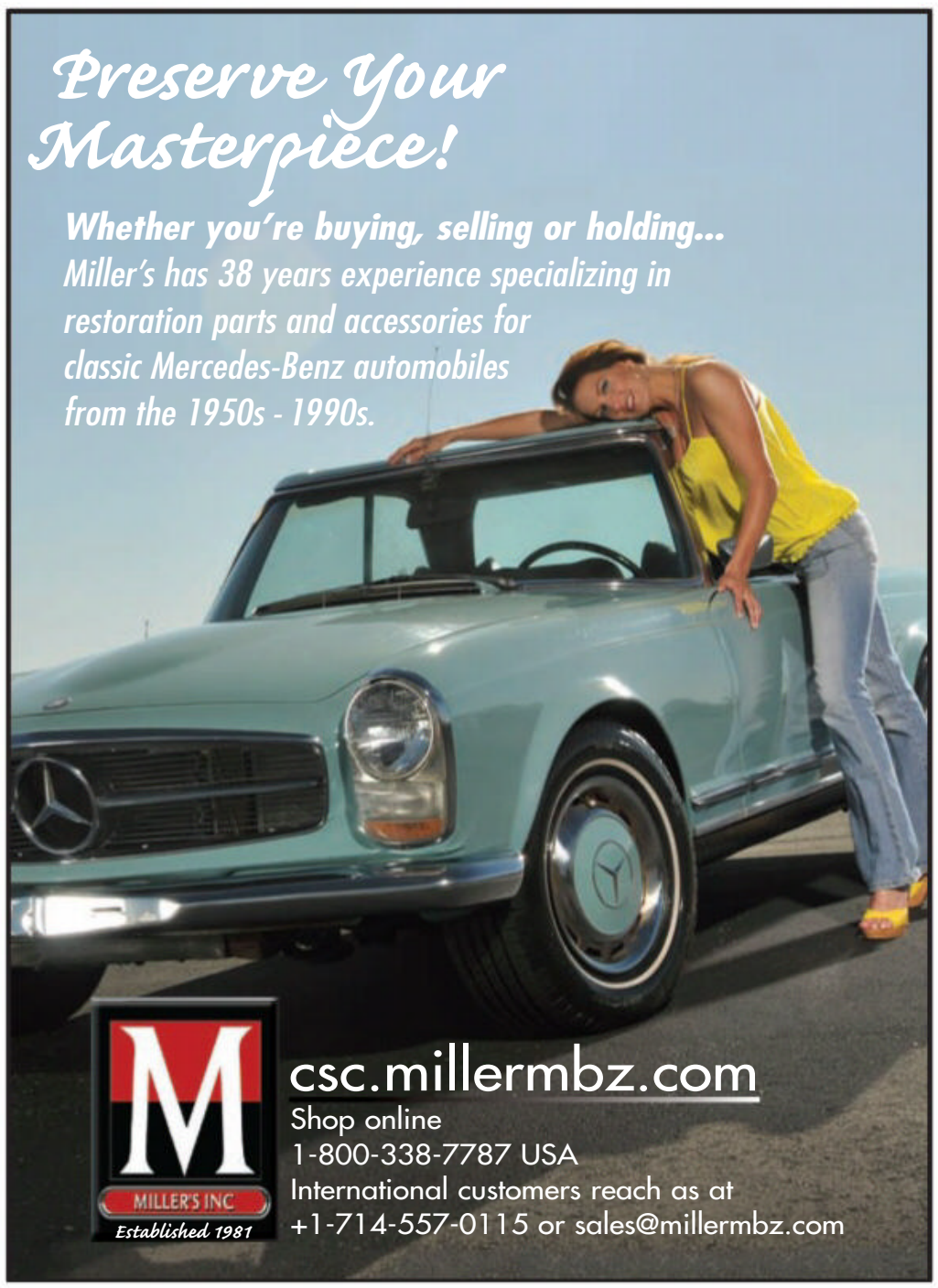
With an MoT until November, original handbook plus service manual, this is a car that you could enjoy as is, with the advantage that almost anything you did to it would improve it.


In Ontario until 2015, the S2 comes with a JDHT certificate


Seats and console have been painted; dash top is cracked


XK motor still wears Strombergs and emissions plumbing


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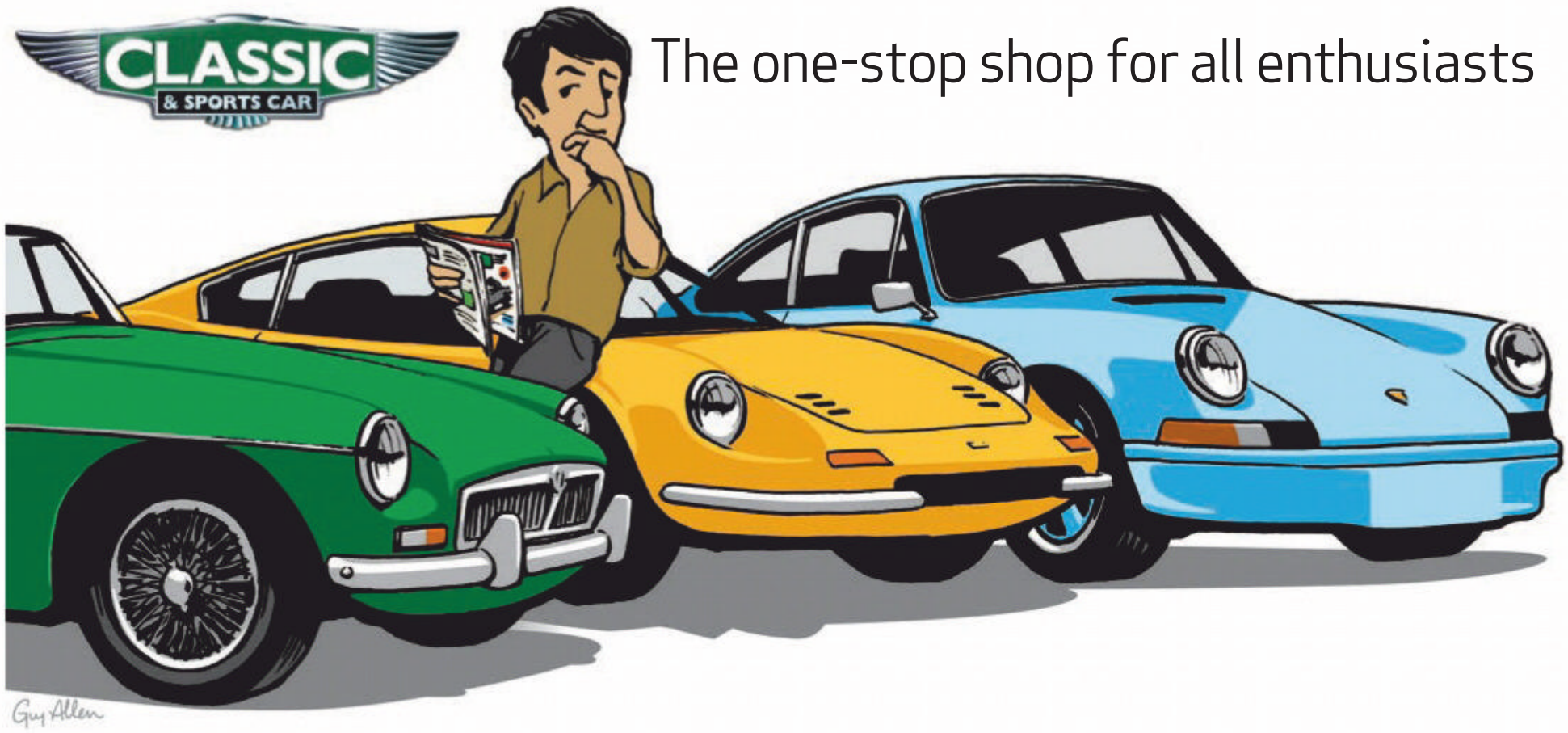
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What's your specialism? I'm reluctant to specialise, rather focusing on cars that have a point of difference – rarity, particularly good condition, interesting history files or just unusual machines.

What's the best classic you've owned? A Rolls-Royce Silver Cloud III Continental Convertible

What's your favourite classic event? I was lucky enough to be invited to the Silverstone Classic in July by members of the BRDC and it was a fantastic experience.

CASE HISTORIES Cars for sale we've tested this month



1999 Lotus Elise 111S *p208*



1981 Mercedes 280CE *p213*



1933/c2010 Riley Nine *p218*

Our Case histories are carried out by experts and are a fair reflection of the selected cars on the day they were viewed and tested. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase

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1997 BENTLEY TURBO R £17,500

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This immaculate TR has been completely rebuilt (more than £30,000 spent, receipts available) with a new chassis, bodyshell, soft-top and interior trim. It is garaged, and has been with the current owner since 1979. Call 07903 821703 or email leavy10@gmail.com



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Case histories

We test the classics that you can buy



ASTON MARTIN DBS V8

Year of manufacture 1971 **Recorded mileage** (1)31,456
Asking price £175,000 **Vendor** WD Wins, Cowbridge, near Cardiff; 01656 865654; www.wdwins.co.uk

WHEN IT WAS NEW

Price £7979 **Max power** Not disclosed **Max torque** Not disclosed
0-60mph 6 secs **Top speed** 162mph **Mpg** 12.2

This matching-numbers DBS V8 (with all-important manual transmission) is one of 120 produced to this specification. Its recently rebuilt engine has the original Bosch fuel-injection system; many of these early V8s are now running modern set-ups. Aston Engineering in Derby has looked after the car for the previous owner for the past 20 years and the history file is enormous – there appears to have been no expense spared in its maintenance.

The engine rebuild was completed only 6000 miles ago in 2017 and included an upgrade to 5.6 litres, plus bigger valves and porting; it now delivers 350bhp on the dyno. To match the higher output, the injection pump has been recalibrated and it has a bigger radiator and factory 'Rocket' stainless exhaust system.

Originally ordered by the chairman of Henry Boot Construction, this is the only DBS produced in its colour combination of Oystershell with black leather. It had a full external repaint in 2016 and the paintwork still presents beautifully, with no paint reaction issues or sinkage. The wheels are similarly pristine and shod with fresh Avon CR6ZZ fast road/competition rubber.

The interior is nicely patinated, with no sign of new paint or leather, and it's dry inside with nothing nasty under the carpets, which are showing signs of wear around the A-posts. All of the instrumentation is working correctly, as are the period 'town and country' horns and correct Marchal driving lights. Only a modern stereo spoils the impression of originality. Seatbelts are fitted in the rear and the Aston comes with all its handbooks and manuals, but the toolkit is missing.

The engine is smart without trying to look like a show-winner. All the fluids are to level and clean, with no sign of any leaks. It starts easily, hot or cold, with appropriate oil pressure, no smoke and no overheating. Recently serviced, the Aston drives beautifully and sounds superb, revving more freely than a standard car and pulling hard in all the gears, which engage smoothly. The handling has been sorted, with uprated anti-roll bars and dampers. It feels tight and agile for its size, with potent brakes that pull it up in a straight line.





SUMMARY

EXTERIOR
High-quality repaint four years ago; still looks great

INTERIOR
Mostly original; well cared for

MECHANICAL
Spot-on in every respect, with some useful uprating

VALUE ★★★★★★☆☆☆☆

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Chassis W09POT212SDM13002. Porsche 993 GT/2 with period Race History in ADAC GT, BPR and FIA GT Championship. 1995 Built by Mamerow Automobiltechnik in Germany. The car was used for show purposes and track days since 1998. Comprehensively restored in 2002-2003 and updated to the latest GT2 period specs. Engine has only 6 hours since restoration. The car is now fully serviced with new FIA Fuel Tank and ready to drive or race on the button. Swiss Form 13.20 (Swiss Tax paid).

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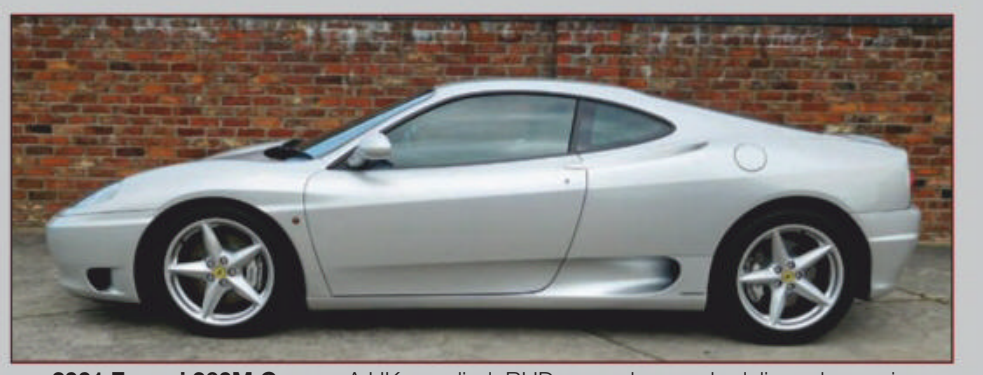
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LOTUS ELISE 111S

Year of manufacture 1999 **Recorded mileage** 27,295
Asking price £23,995 **Vendor** Sevens and Classics, Brands Hatch, Kent; 01474 977848; www.sevensandclassics.com
WHEN IT WAS NEW
Price £26,590 **Max power** 143bhp **Max torque** 128lb ft
0-60mph 5.4 secs **Top speed** 133mph **Mpg** 39

This 'next step up' S1 has an uncommonly rattle- and creak-free ride for an Elise, which may be down to the recent fitment of adjustable Nitro dampers – the front anti-roll bar looks new, too.

Cosmetically, it's got a few scuffs and wear patches, as is normal at this age: there are a few light scratches in the paint on the right rear flank, some light kerb rash on the rear wheel rims and (as ever) a bit of wear to the internal side trims, where occupants slide across to get in and out. The dashboard plastics are good, the seat leather is lightly shiny and creased, and there's a detachable (and equally shiny) aftermarket Momo wheel, but no radio fitted.

The motor is tidy, with clear pink coolant and cleanish oil, and all of the heat shields are still in place. History is everything with these cars, and although it's had 10 owners, the most recent since 2015, it also has a full service book with 12 stamps, the previous one from April 2018. The cambelt was last changed in 2014, 3000 miles ago, at the same time that it received a new clutch. It is scuff-free underneath, having recently had a new front floorpan, and the visible parts and bonded joints of the aluminium chassis all appear to be straight and undamaged. There are a couple of squashed fins on the radiator, but nothing serious. The tyres are 2013 Marshals up front and 2014 Pirelli P1s to the rear, all with plenty of tread, and the puncture-repair gloop is present and correct.

As well as the uprated dampers, this 111S has had an improved throttle linkage fitted, plus a quickshift kit, both of which are very welcome additions. Along with that signature firm but supple ride, they help to make threading this car along a twisty road an easily accessible joy. The suspension change was followed by a four-wheel alignment check so the handling is spot-on, and still outstanding 23 years after the Elise's launch. There's plenty of prod from the free-revving VVC engine, which sits steady at 81°C, and the brakes are nice and smooth. The Lotus will be sold with a handbook, brochure and every old MoT confirming the mileage, plus a new ticket.





SUMMARY

EXTERIOR
All the same colour; a few light scratches

INTERIOR
Wear commensurate with age

MECHANICALS
Some upgrades/improvements, and drives beautifully

VALUE ★★★★★☆☆☆☆☆
For Super driving experience
Against Interior is starting to look a little tired

SHOULD I BUY IT?
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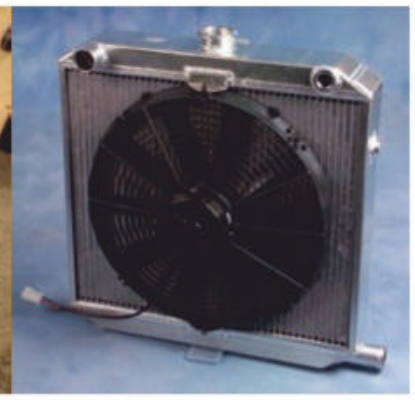
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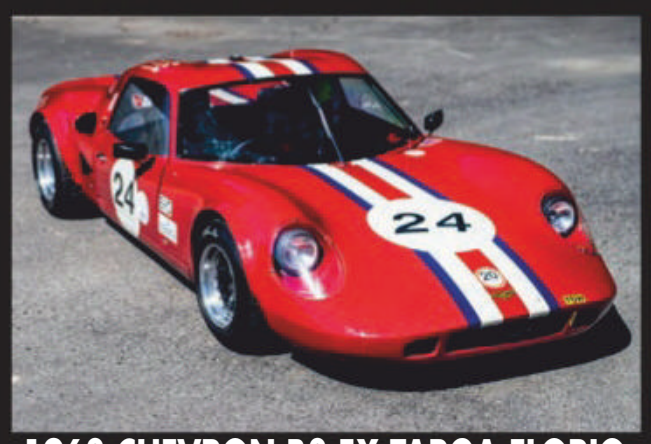
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MERCEDES-BENZ 280CE

Year of manufacture 1981 **Recorded mileage** 61,689
Asking price £29,950 **Vendor** Steven Prevett, Cardiff, Wales (private sale); 07795 185801; sjprev@live.com

WHEN IT WAS NEW
Price £14,540 **Max power** 185bhp **Max torque** 177lb ft
0-60mph 10.4 secs **Top speed** 127mph **Mpg** 20.8

This extremely original 123-series coupé has led a pampered life, mainly in the hands of collectors (one previous owner kept it in his Mercedes showroom and refused to use it in the rain). Originality is key here: this is not the usual rusty or patch-repaired C123 that traditionally low values once dictated, but a clean and unmolested example of a model that is now beginning to make strong money.

The interior is unmarked and completely original, featuring durable MB-Tex seats with cloth inserts; the firm driver's-side base backs up the low mileage. Everything works as it should except the cruise control: it was troublesome from new and rarely functions on these cars. The original Becker Europa cassette deck is fitted, but there's no air-conditioning – it was a rarity on UK-market CEs, and the working steel sunroof compensates to some extent.

The colour – Silverblau – is one of the most desirable and suits the design well, contrasting nicely with the brightwork. The body looks original, with only the smallest of blemishes here and there: from a few paces this car could be two years old. The only marks we could find were a bubble on the rear bumper chrome (about the size of a 20p piece) and two stone-chips on the bonnet. The wheels are perfect and shod with correct – and fairly new – Michelin rubber.

The 2.8-litre twin-cam straight-six is one of the prettiest Mercedes engines and this one is done full justice by its clean, dry and well-burnished presentation, with correct blue plug-leads and a genuine Mercedes battery. It starts and runs very well, as you would expect from a car that has done only 61,000 miles. The oil pressure sits at the top notch on the gauge in the traditional Mercedes fashion, and the temperature rarely ventures above the middle of the dial.

Power delivery is strong and smooth through the auto 'box, and decelerating suddenly from high revs produces none of the telltale oil smoke that means worn valve guides. There are no nasty noises from the well-balanced brakes and the car feels surprisingly contemporary to drive. The history file is extensive and the CE comes with its original toolkit and manuals, plus an MoT to July 2020.





SUMMARY

EXTERIOR
Super-original; window rubbers on driver's side looking tired

INTERIOR
Dry, clean and unmarked

MECHANICAL
Desirable specification; fine fettle

VALUE ★★★★★★★☆☆☆

For Unusual to find in this condition
Against Cruise control not working; shame it doesn't have leather

SHOULD I BUY IT?
You couldn't restore a CE for this money (even if you could find some of the rare components), so it has to represent good value

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1937 Derby Bentley 4.25 litre Park Ward Sports Saloon. Dark grey and cream. Light grey hide interior. Very well maintained by specialists. Large history file. A magnificent driving Derby Bentley with up-rated rear axle. Wonderful throughout. **£69,000**



1947 Rolls-Royce Silver Wraith. Diamond Formal Saloon by Barker with Division. Grey over Black with Grey hide Good History File. Lovely condition. **£35,000**



1956 Rolls-Royce Silver Cloud 1 Sc10 By James Young. No. 5 of 24. Light Grey over Lavender Grey Magnolia Hide, Excellent history file with much recent, no expense spared work. A wonderful example of this very scarce James Young design. One of just 21 made. Exceptional. **£155,000**



1963 Rolls-Royce Silver Cloud 3. Finished in Georgian Silver over Ming Blue with Grey hide interior. Covered just 80,000 miles with an impressive history file. Excellent condition throughout. All tools present. Sold fully serviced with 1 years MOT. **£60,000**



1964 Rolls-Royce Silver Cloud III. Finished in Smoke Green over Shell Grey Green Hide Interior. 72,000 miles, Just 4 former keepers. Good Service History. A first class example in outstanding condition. **£89,000**



1973 Rolls-Royce Silver Shadow 1. Caribbean Blue. 75,000 miles. Magnolia hide Interior. Exceptional full service history. Last owner for 27 years. Just 3 former keepers. Truly magnificent. **£28,000**



1979 Rolls-Royce Silver Shadow 2. Light Shell Grey over Dark Tudor St James Hide. 78,000 miles Exceptional. Full Service History. Beautiful Original Example. **£29,000**



1980 Rolls-Royce Silver Shadow 2. Finished in Antelope. 60,528 miles from new Full service history Tan hide piped Brown interior. Excellent condition throughout. **£28,500**



1993 (1994MY) Turbo R. Racing Green Magnolia Hide Interior 70,600 miles Full service history with main agents and specialists. One of the finest we have seen. **£17,000**



1993 Bentley Brooklands. Brooklands Green, tan hide piped Green. 54,000 miles. 4 former keepers. Full service history. Jack Barclay maintained. Exceptional. **£18,000**



1997 Bentley Brooklands SWB Light Pressure Turbo. Red pearl, Magnolia piped red interior. 54,000 miles. Full Service history. Known to us for the last 13 years. 3 former keepers. Outstanding condition. **£19,500**



2000 Bentley Arnage Red label. Royal blue, Magnolia piped blue interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition. **£22,000**



2000 Bentley Arnage Red Label. Verdant Green. 52,000 miles. Magnolia piped Green. Known to ourselves for 10 years. Perfect in every way. **£28,000**



2002 Bentley Arnage T. Black 68,000 miles. Magnolia Hide with contrasting Black stitching. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout. **£28,000**



2003 Bentley Arnage T. Finished in Silver Storm with Beluga hide interior. 37,000 miles with full service history with Bentley main agents. Outstanding condition throughout. **£30,000**

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1921 Rolls-Royce Silver Ghost:

Chassis #122-JG, body by Pickwick. Restored by Frank Cook of Massachusettes. 59,000 orig. mi. Won numerous Concours awards. P.O.A.



1988 Rolls-Royce Corniche Convertible:

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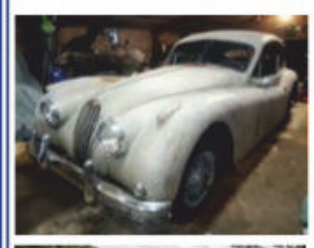
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Jaguar XK150 3.8 FHC 1960. LHD. Very sound original car for restoration. Work started. **Arriving soon.**



1963 Lancia Flaminia. 3B Pinin Farina. LHD Drive 2500cc car from the USA . For restoration. **£10,950**



Jaguar XK 140 FHC Special Equipment 1956. LHD. Arriving soon from the USA. Rust free matching number car. **POA.**



1952 Ford Truck. Flat Head V8 Arriving soon. Very original & Solid. Will upload more details on arrival. **£POA**



MG TF 1250 1954 From California. Lovely usable car. More details on request. **£24,950**



Jaguar E-Type V12 Coupe 1972 Restoration nearing completion. LHD import. **POA**



Jaguar XK120 DHC 1954 LHD For restoration. Body & chassis mainly very solid. **£16,950**



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1999 Morgan 4/4
Indigo Blue, stone leather piped blue, Speedifit Hood, walnut dash, Suplex suspension, tonneau, stainless wires, Moto-lita. **£26,750**



2001 Morgan +8 4 litre
Metallic Titan Silver, regal blue leather, walnut dash, chrome wires, mohair hood, tonneau, luggage rack, 1 owner. **£39,995**



1996 Morgan 4/4
Black with black leather, luggage rack, upgraded taller windscreen, spot lights, clock, 1 owner, full Allon White service history. **£20,750**



2006 Morgan 4/4 70th Anniversary
British Racing Green, black leather, folding windscreen, luggage rack, door pockets, limited edition model, 1 owner. **£29,995**



2019 Morgan Plus 4 Automatic
Jaguar Caldera Red, black leather, stainless wires, automatic conversion by Vitesse Global, delivery mileage only. **£53,995**



1983 Morgan 4/4
Indigo Blue with black interior, luggage rack, tonneau, reclining seats, extensive restoration work just completed. **£21,500**



2010 Morgan Roadster 100
Metallic Amazon Green, biscuit leather, stainless wires, mohair hood, luggage rack, beautiful limited edition model, Moto-lita. **£43,500**



2009 Morgan Roadster 3 litre
Metallic Zurallic Blue, black leather, stainless wires, Moto-lita, uprated brakes and suspension, excellent specification. **£39,995**



2002 Morgan Aero 8 Series 1
Rolls Royce Velvet Green, cinnamon leather, mohair hood, air con, power steering, electric windows, radio/CD, Moto-lita. **£39,995**



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1969 MGB GT. 1800cc. Manual. RHD. Knock on Alloys, Photo restoration, Leather interior and Man/O, Sunroof. **£10,995**



1990 Lotus Esprit SE TURBO. 2.2 Litre. 77,000 miles. RHD. Manual. Dry stored on axles stands 15 years. V8 Rims, 4 core modified radiator, S/S exhaust, new Cambelt plus much more. Recent history, full detailed check over. **£31,500**



1981 Talbot Sunbeam. 2200cc. Manual. 61,000 miles. RHD. F.S.H. 5 speed Dogleg Box, LSD, Uprated suspension, half cage, minilites, plus much more! full engine rebuild 200 miles ago, Circa 215 BHP. **£27,995 (Choice of 2)**



1981 Triumph Spitfire. 1500cc. Manual. RHD. With O/D, extensive history full restoration by last owner, new wheels & tyres, new S/S sports exhaust, full leather, all new tops, modern blue tooth stereo. stunning car! **£10,995**



1947 Hudson Straight 6 Pick up. Manual LHD. 3 speed manual, fully restored. **£19,995**



1989 Mercedes 560 SEC. 5600cc. 58,000 miles. RHD. Just arrived awaiting prep - STUNNNING! **£19,995**



1973 BMW 2002. Manual RHD. 5 Speed with extensive history, all old MOT's. **£22,000**



1972 Rover P5B. Automatic. 49000 miles. RHD. Just had body restoration by Cleevewood Garage, New sills, rubbers, seats, carpets, roof, headlining and chrome - Superb Car!. **£22,500**



1990 Mini Mayfair. Manual. RHD. 1380 Steve Harris twin 1.5 S. U. Carburettors. Huge Spec list inc tubular manifold, maniflow exhaust system, 4 speed gear box, etc full leather. Last owners pride and joy! spent a fortune on it. **£10,995**



1969 LOTUS ELAN +2. Fully rebuilt including chassis and engine. 1600cc. Manual. 69,000 miles. New interior including dash, New head, servo and door hinges and alloy radiator, New solid drive shafts fitted- a Superb Car! **£29,995**

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Austin Healey 3000 Mk 3 Phase 2. Rare Metallic Golden Beige car with original red trim and original black hood, built March 1967 and shipped to Fort Worth, Texas before finding its way to Australia. Recent major refurbishment by Steve Pike with a nice history file. The mileage is just over 52,000 and believed to be genuine. Superb rare original car with excellent body and paintwork. Runs and drives just like a Big Healey should. **£92,950**



Austin Healey 3000 Mk 3 BJ8 Phase 1. Rare UK home market RHD. The subject of total body restoration with minimal use since. The body was finished to its original colour scheme of Healey Blue over Ivory White. Fitted with blue trim & weather equipment, overdrive and wire wheels. Small photographic record of body restoration and car supplied with its original bill of sale for £1,287 including extras & its original folding log book. **£69,950**



Austin Healey 3000 Mk 3 BJ8 Phase 2. Ex US car the subject of a total restoration circa 8 years ago with only minimal use since. Finished in the classic duotone colour scheme of Healey Ice Blue over Ivory White with blue trim and weather equipment. Fitted with EZ power steering system, 72 spoke stainless steel wire wheels, stainless steel sports exhaust system, hi torque starter motor, alternator, Kenlowe fan, and overdrive. **£87,500**



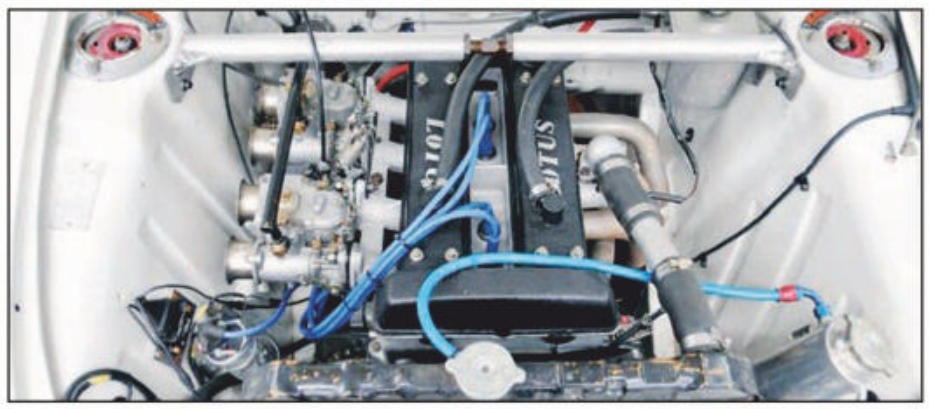
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Lotus Cortina Mk1 1965
Chassis: BA74FS59267





Australian "Cams Log" book Grp Nb Historic Touring car under 1600. Raced and built to FIA under 2.0 Touring car regs. Steel crank, Carillo rods, forged pistons, 1594cc sealed, 190 hp, 45 DCOE. Quaife close ratio gears. Choice of 4.4, 4.7, 5.3 LSD diffs with alloy noses. Alloy remote shifter, bell housing, gearbox ext. Alloy bonnet, boot and door skins. A frame rear suspension. Gen. Minilite wheels. Low ratio 2.25 turns steering box. Car was reshelled in 1998 into rust free Aussie body from genuine LHD US del Lotus Cortina. Original shell was destroyed in the US in the 90's. All unique parts were transferred including ID body tags, door trims and console, instruments etc. Race ready, immaculate condition and completely rust free. Many photos, receipts and history. Price: £58,000. Will help with shipping.

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1969 VW BAY WINDOW T2 WESTFALIA CAMPER VAN RIGHT HAND DRIVE. LOVELY EXAMPLE. NEW UPHOLSTERY THROUGHOUT. £29,995



LOTUS ELAN+2S, 1970. SUPERB EXAMPLE HAVING BEEN IN LOCAL OWNERSHIP FOR OVER 30 YEARS BY A LOCAL GENTLEMAN TO US. £23,995



1964 VW SPLIT SCREEN CAMPER VAN. FACTORY GERMAN BUILT & UK SUPPLIED IN RIGHT HAND DRIVE. FULL WIDTH DORMOBILE POP TOP ROOF. BARE METAL RESTORATION COMPLETED £POA



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WHEN IT WAS NEW

Price n/a **Max power** 29bhp (Nine) **Max torque** n/a
0-50mph 20 secs **Top speed** 65mph **Mpg** 30

This special, number 093 in the Riley Pre-War Special Register, is beautifully made – the bills add up to £91,000 so far – using a shortened 1933 Riley Nine chassis with a 1935 12/4 (1496cc) engine and preselector gearbox. It's not certain who made the body or when, but it's a quality job, with a seatback that lifts out easily to give access to the boot, which has room only for the spare wheel, tonneau and hood. The panelwork is all straight, the paint superb and the plating very good. Super attention to detail abounds, from the bracketry holding the pipes and cables to the inclusion of a switch to cut power to the fuel pump if oil pressure drops below 5psi.

The seat leather is only just settling in, so we're assuming the mileage is since build, when it was a light blue two-tone. The engine-turned dashboard (its second, now incorporating a fuel gauge) is excellent, stocked with a set of Jaeger instruments (apart from the Smiths clock); to achieve a matching set, the chronometric rev counter had to be made.

The motor was rebuilt by Riley specialist Rob Cobden, and incorporates 1¼in SUs and wilder cams than standard, lifting the output to more than 75bhp from the 12/4's 50. It's all super-tidy and includes a modern spin-on oil filter as well as an electric fan discreetly mounted in front of the radiator, behind the mesh grille. It starts first touch of the button and drives superbly, as tight as a new one, with a firm ride from the Hartford shocks, direct steering with hardly any play at the rim of the sprung Bleumel's wheel, and an entirely vice-free gearchange – the transmission was rebuilt by Graham Whitehouse, a former *Specialist* in *C&SC*. This car just works, and performance will be similar to an MPH or Sprite, so expect 90mph. Oil pressure is 60psi-plus at all times, and it doesn't get hot. The big brakes pull up straight, too.

You can buy cheaper specials, but not of this peerless quality. It will be sold with a VSCC buff form (that will have to be reapplied for, but which dates it to at least 2010), a buff logbook and a massive history file.





SUMMARY

EXTERIOR
Straight and shiny; good chrome

INTERIOR
Neat and tidy; looks hardly used

MECHANICALS
Beautifully put together and hardly run in

VALUE ★★★★★★☆☆☆☆

For Just about faultless

Against Looks pricey – until you see it in the metal

SHOULD I BUY IT?
Yes, if you want a quick, sorted and high-quality post-vintage sports car. It certainly couldn't be replicated for the asking price

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1952 Bentley Mk VI 4 1/2 litre Special. A superb Bentley Sporstcar in virtually new condition. Handbuilt by Classic Restorations Scotland to highly detailed specification with overdrive. Paintwork is flawless deep blue with black fenders and upholstery. **£63,995**



1948 Alvis TA14 Drophead Coupe. Finished in Ebony Black over Regency Red, with new hood and new hide interior to tone. Bodywork extensively restored to high standard. Well known car within the AOC. **£27,995**



1947 Triumph Roadster 1800. Professionally restored with back to bare bare metal respray, new mohair hood, interior wood, carpets and rechroming. Looks superb. Central gear change. **£29,995**



1952 Daimler Barker Special Sport. Ground up restoration by retired Motor Engineer. Was the centrefold of Practical Classics Magazine. A truly magnificent open sportscar with seating for 3 adults. A very rare piece of British Motoring history. **£29,995**



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Ferrari 250GT Boano, 1956.
Jaguar XK120 OTS, 1950. LHD. Original.
Grac MT-14B, 1972. Alfa 2.0 engine. FIA.
Lancia B20 Coupe MM, 1952.
Lancia B24 America Spider 1955.
MG-B SEC Turbo, '80. 1 of 5 made by MGOC.
Maserati Trofeo racing, 2003.
Mini Cooper S, 1971. FIA G2 racing-car
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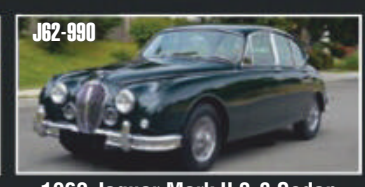
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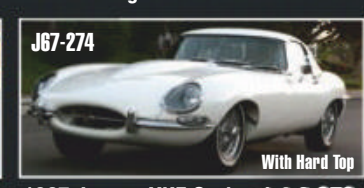
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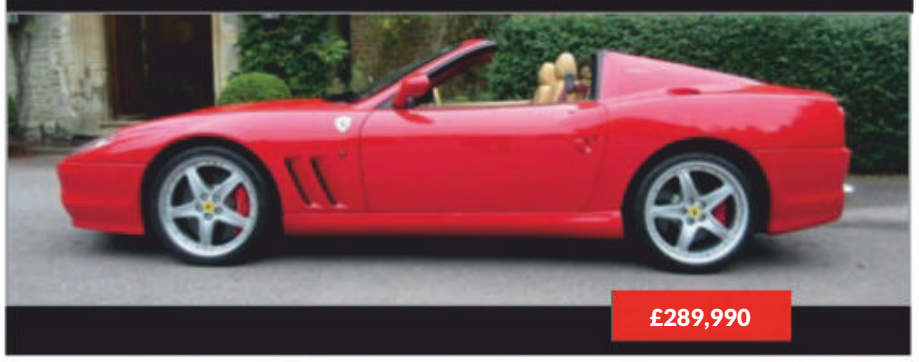


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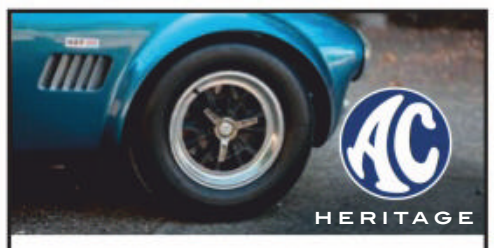
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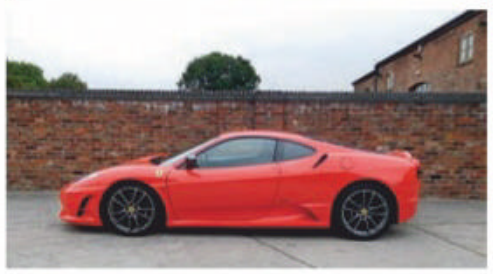
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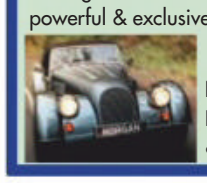
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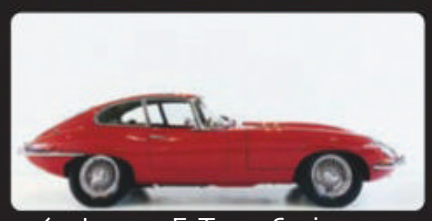
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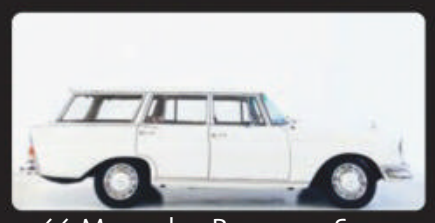
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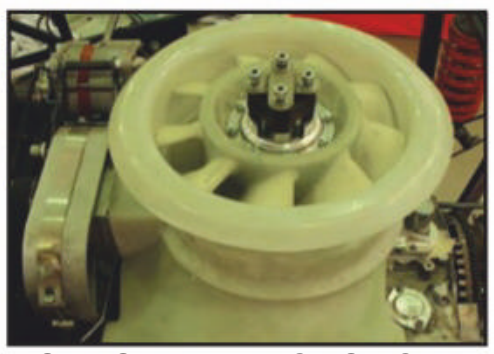
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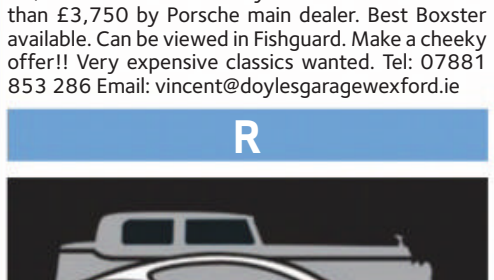


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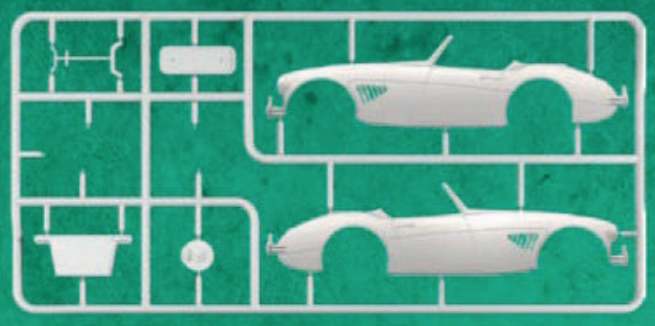


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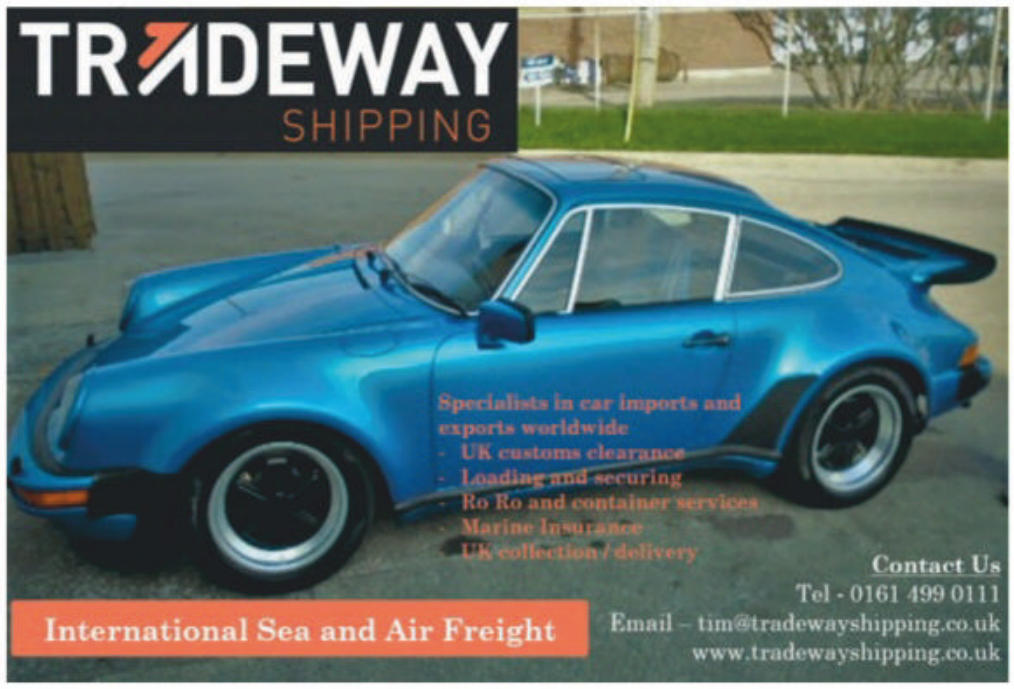
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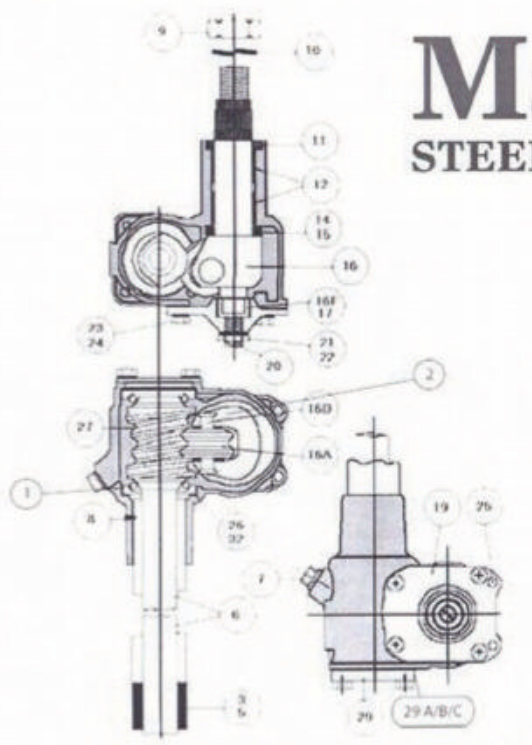
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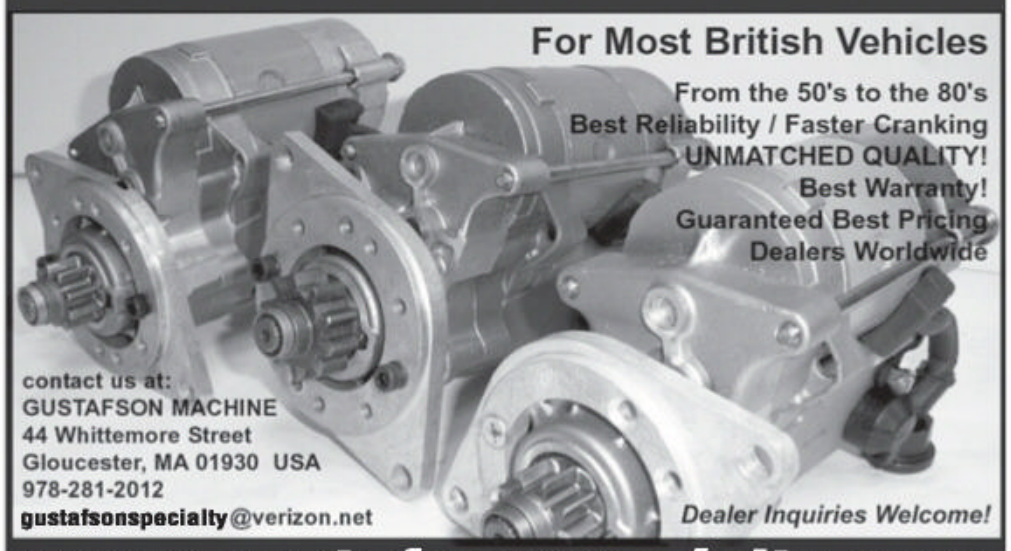
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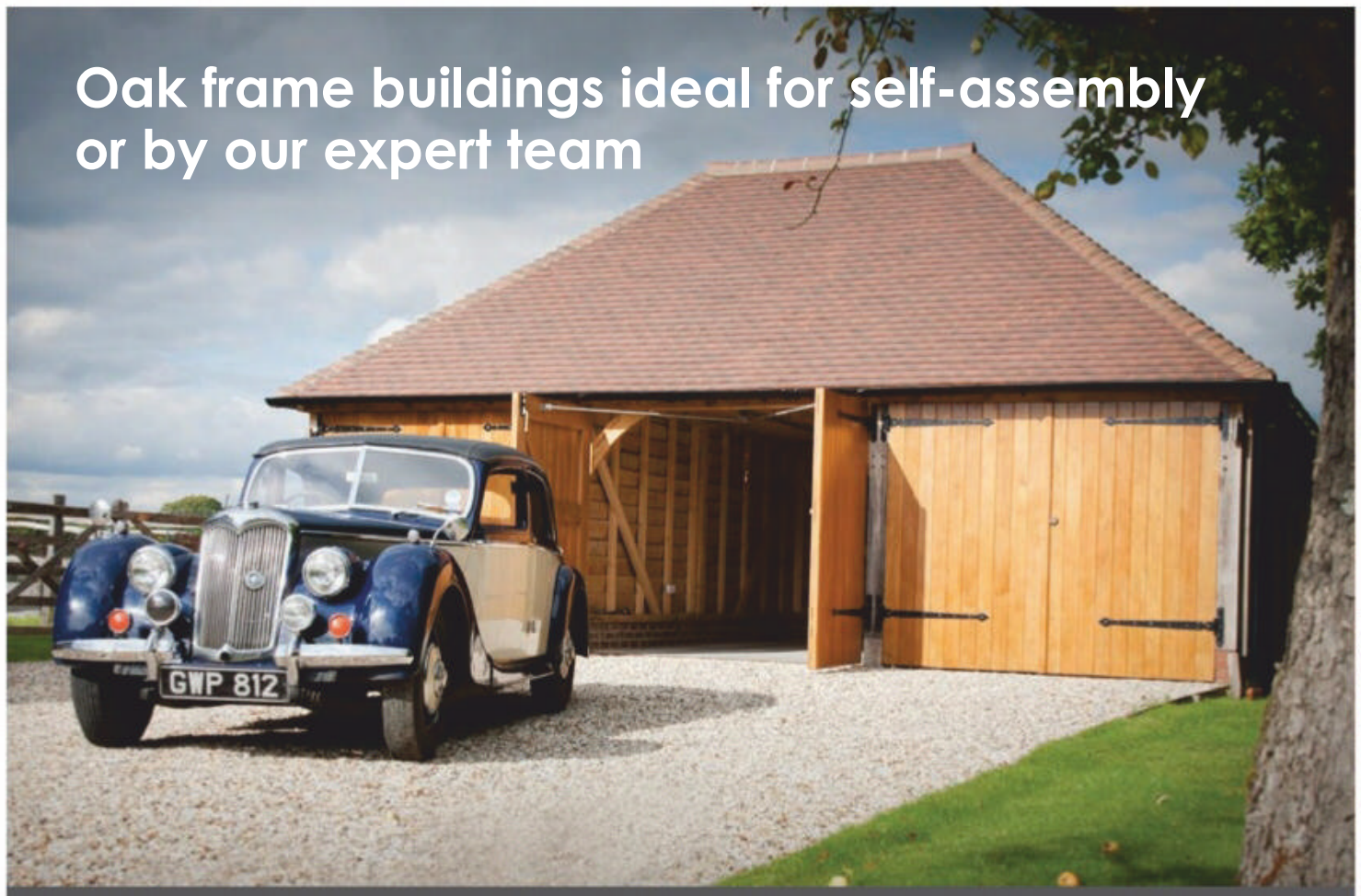


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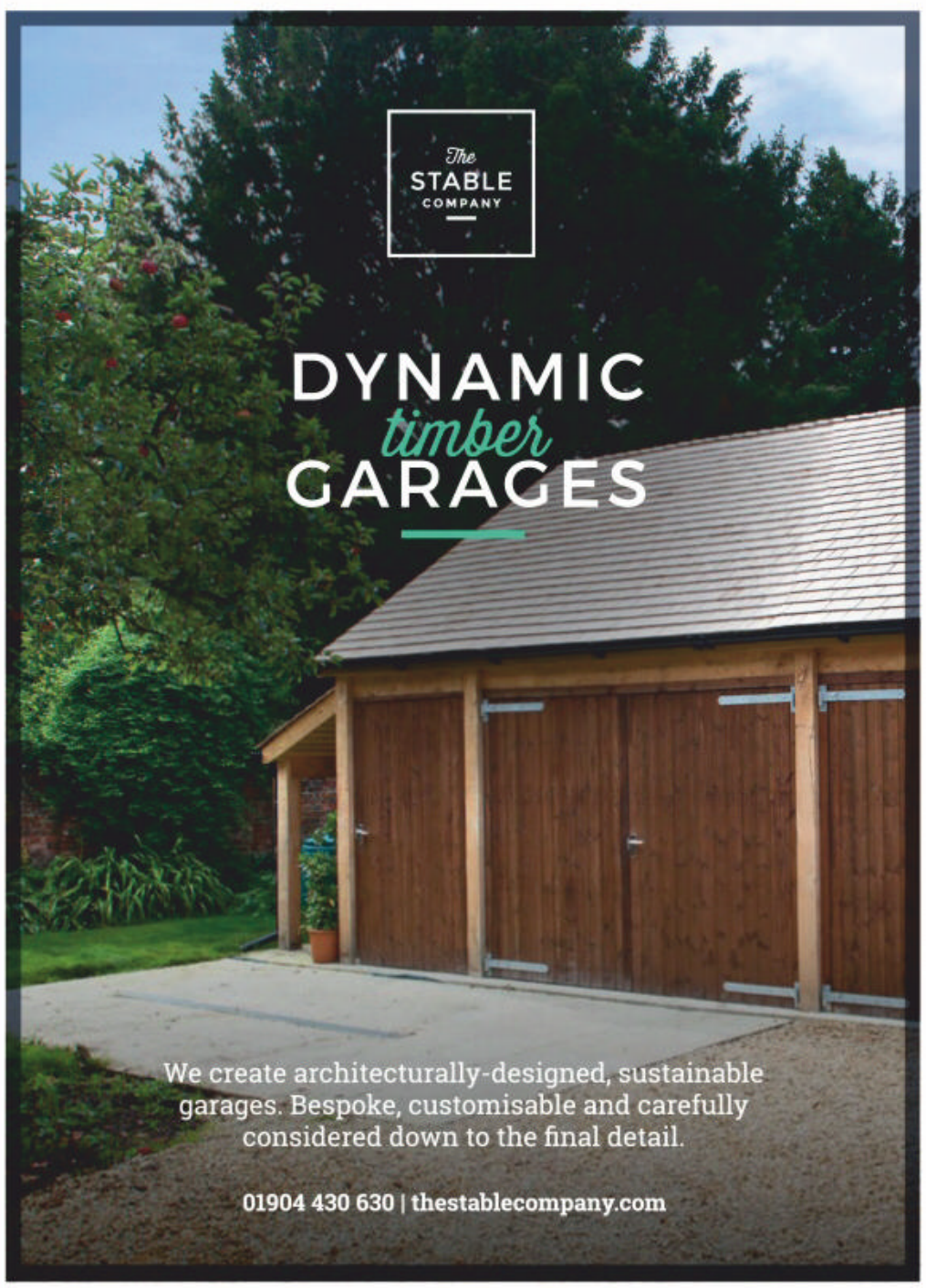






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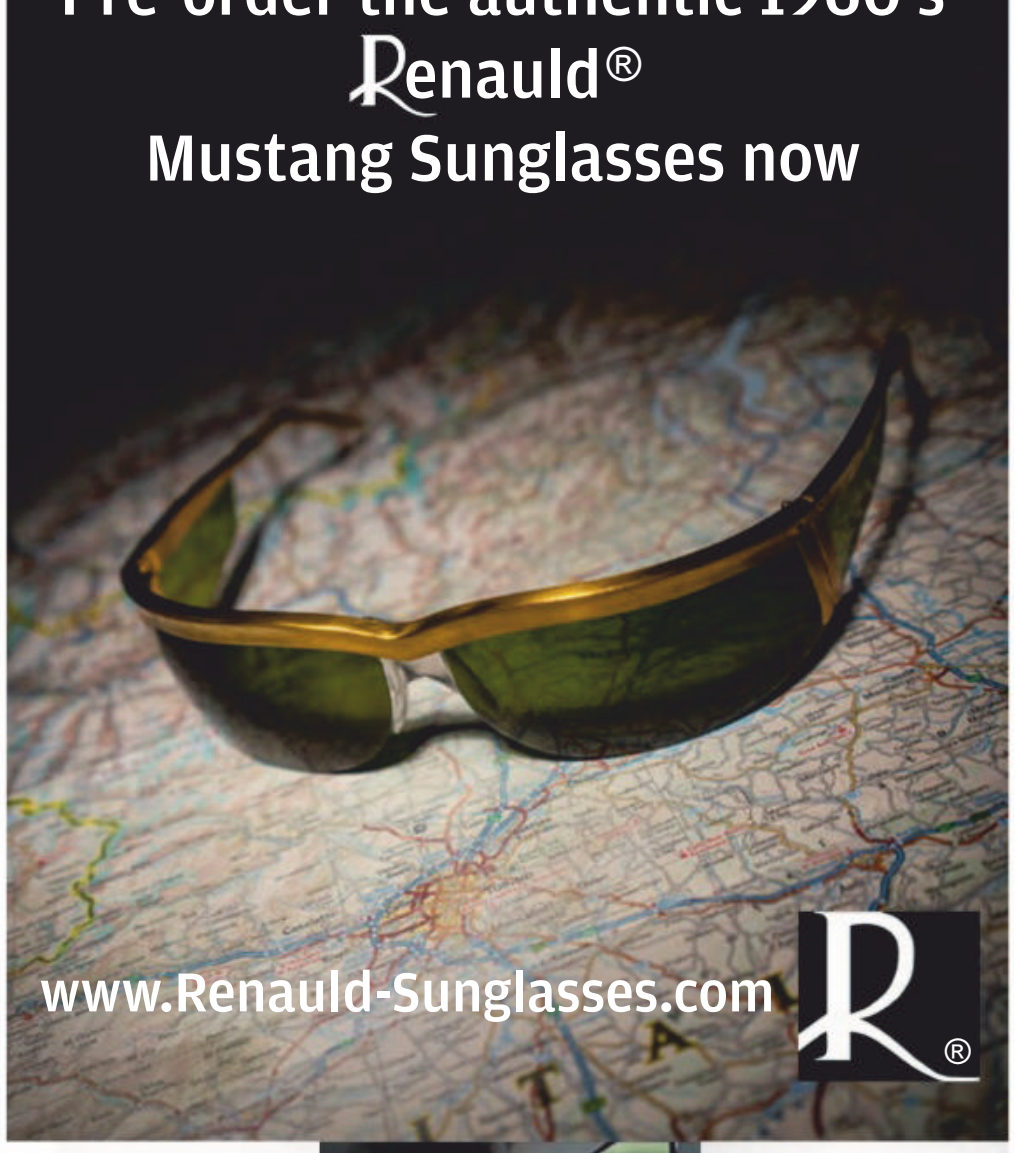
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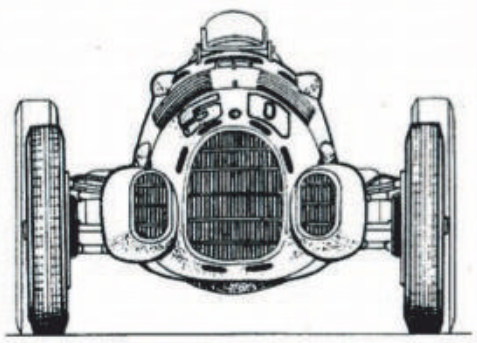
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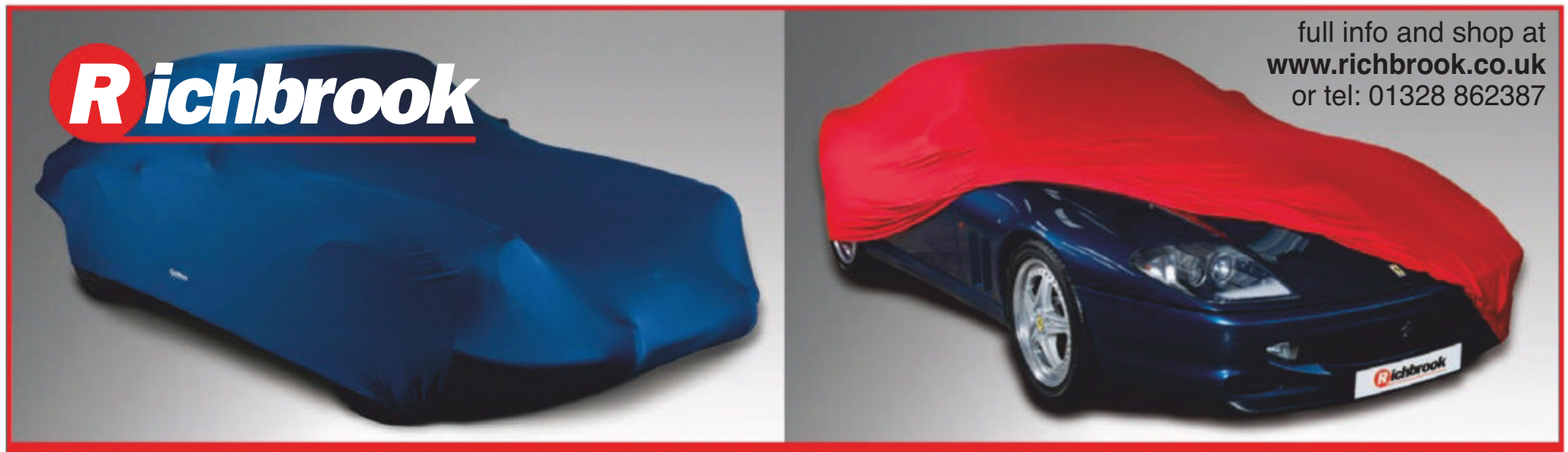

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FACTFILE
Engine twin-turbo 5204cc V12; 715bhp @ 6500rpm; 664lb ft @ 1800-5000rpm **Transmission** eight-speed automatic, RWD **0-62mph** 3.4 secs **Top speed** 211mph **Mpg** 22.9 **Price from** £225,000

ASTON MARTIN DBS

This outrageous GT puts the 'super' into Superleggera, and sets a new benchmark

WORDS **GREG MACLEMAN** PHOTOGRAPHY **MAX EDLESTON**

Launching a new flagship always brings with it a certain weight of expectation – particularly when the its predecessors have been universally lauded since '67. That mantle is heavier still when the firm in question is in the ascendancy, producing some of its best work for decades, even opening a new factory in Wales. Thankfully, the latest iteration of Aston Martin's DBS, the Superleggera, more than lives up to the high standards set by its forebears.

For a start, it's achingly beautiful. That huge grille, its long, low bonnet with strakes that give the impression of entering warp speed from standstill, and powerful rear haunches sheltering enormous 305-section tyres. It bears a similarity to the DB11 – the two share both the same aluminium platform and their double wishbone front and multi-link rear suspension – but manages to appear both more grown-up and more aggressive thanks to its wider track.

The DBS also borrows the DB11's superb twin-turbo 5.2-litre 'Cologne' V12, from which Gaydon's engineers have managed to tease a staggering 715bhp, making the Superleggera the most powerful production Aston ever made. But that's only half the story: peak torque of 664lb ft is achieved from just 1800rpm, and has to be limited in the first two gears to protect the carbonfibre driveline. Top speed is 211mph, but

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it's how the DBS gets there that impresses: it's blisteringly quick from a rolling start and in the 30-100mph range – exactly where it matters in the real world. A 0-62mph sprint of 3.4 secs puts it on a par with the more affordable Vantage, but wind up that silky 12-pot and the DBS enters a different league, reaching 100mph in 6.4 secs.

Inside, it's as luxurious as you would expect, with supportive sport seats wrapped in premium hide. They're fully adjustable electronically, a feature missing from Astons a rung below, but the switchgear and infotainment system come straight from the DB11 – no problem in isolation, but a bit annoying if you pull up beside one in the pub car park. Despite the similarities, there's no denying that the cabin is a wonderful place to be. There's room for a decent amount of luggage, and rear occasional seats add a level of practicality that is usually lacking from cars in this segment. You can even fit a baby seat.

The Superleggera isn't quite as quick or as sharp as highly-strung rivals such as the Ferrari 812 Superfast – but to get hung up on bald performance statistics is to miss the point: the DBS wasn't a 'supercar' in 1967, and it isn't one today. Rather, it's an incredibly comfortable and supremely capable transcontinental express – a car as usable when popping to the shops as it is thundering down the *autoroute* for a weekend in the sun. Then, as now, it is unparalleled.





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